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Coastwise craft of the French Riviera waiting for a breeze.

Across the Bay and Beyond

The Record of an Impromptu Cruise Along the Coasts of France, Spain and Portugal

By PETER POWEL

WE did not really intend to go to sea, but only to run across to the Chateaulin River, where we could scrape off the grime and soot of Brest, and paint up. But just outside the harbor breakwater the motor died away and the auxiliary part of the cruise came to an end. And then the six-knot ebb down the Goulet took hold of us, and we were off. By midnight we were doing our best, with the aid of a faint whisper from the nor'eastward, to keep from being sucked through the Four Channel behind Ushant.

But we did not really care. The equinox was upon us and small boating on the bay would soon be over. So we kept her off before it, southwest for Finisterre. By noon the wind had made a little, and we were off the solitary light of Ar Men, the northern outpost of the Bay. To port the Chaussé du Sein, with its hair-raising tide rip, and the Tas des Pois were lost in the land haze, and from here we took our departure. A cluster of sardine luggers, scattered about the light, kept us company; a great school of porpoises darted under us; far off to the westward a couple of ketch-rigged tuna trawlers felt their leisurely way among the lazily shifting hills of the Western Ocean.

The ship was the French cutter *Emilie*, more or less a pocket edition of the *Jolie Brise*, which I had recently pried loose from the Brest pilots. Thirteen metres on deck, three metres fifty beam, she trails the after end of her long raking keel at the respectable depth of two metres eighty centimetres. Though her plumb stem, heavy shoulders, pronounced tumble home, and compact stern may not be beautiful to the eye of the racing skipper, yet they spell strength and comfort in a seaway. Were she not plentifully endowed with these qualities, she would not have been for 15 years the favorite pilot on her station, which Bill Nutting aptly described as the wickedest part of the whole French coast.

The most important member of the afterguard was the Esquimau dog, Zulu. He could raise quite a respectable howling shanty, and was a wonder as a lookout, rarely

A local fisherman boiling into Malaga. The lateen sail is reefed at the top, along the yard.

failing to bark at passing ships long before our dull human eyes could raise them. The first officer was my wife, who was aboard to demonstrate once more that women at sea can hand, reef, and steer, take a night watch in a blow, or pass a gasket around a blown out topsail — decidedly not to be a galley slave. I was on the articles as captain, and forward in the glory hole were a couple of hardbitten old shellbacks, slowly recovering from the quaint Breton custom of trying to take all the Calvados in France to sea inside of themselves.

Towards evening the American schooner yacht *Shenandoah II*, under power, overhauled us and as she went by we ran our French ensign to the peak and dipped it, getting a snappy return from the Stars and Stripes. As she went on ahead the wind kept making more and more from the northeast, and in the dusk we could see her hull down making sail. All that night we ran on dead before a spanking breeze, and what was our surprise in the morning to see the *Shenandoah* only a few miles ahead, under headsails, squaresail, and main trysail. It was the two Bretons who first suggested trying to overhaul her, so the jackyard topsail was bent and sent aloft. This meant a trip to the end of the gaff as the sheet had not been rove. Now the fresh wind had kicked up a fair sized lop that was running in a confused manner over the usual westerly Biscayan swell. Running dead off under all that press of canvas, I had a few anxious moments, especially as none of us had been aboard the ship before and did not know her ways. But she was a perfect little lady, with no tricks. Her nine-metre long straight deep keel bit into the solid lower water, and she forged ahead up hill and down dale as though on a track.

Once, however, Michel, schooled in square riggers, and never looking behind when at the helm, felt her stern lift unexpectedly high, and put the helm hard up as a great creaming wave hissed under the counter. Around she spun on her heel; over came the boom; and with a great crash she jibed, all standing. But the stout gear to which the pilots trust their lives hardly noticed it, so we jibed her back again and went on our way. By 10 o'clock we had crept up on even terms, and as I was taking the noon sight we went into the lead. In the middle of the afternoon the *Shenandoah* was hull down astern, and before the first dog watch we had sunk her masts — and that was that.

On into the night we rushed, great feathers of phosphorescence about her bows as the *Emilie* thundered down into the flank of a great sleepy swell, and dripping in streams of liquid fire from her upflung bowsprit as she hung at the top of a rise. Above, in the velvety sky, the constellations wheeled in crazy gyres around our giddy mast, and all about us the sweet night air swept tirelessly on. We began to have visions of a record run. Then the wind stopped — just like that — snuffed out like a candle in the dark, and left us idly rolling and slat-slatting till the dawn. With the sun came enough wind to give us steerageway, and then, towards noon, the *Shenandoah* came along under power — doing some rolling on her own account.

Then, indeed, I looked at that cold corpse under the cabin stairs, and thought: Could I stir you into life again we could knock off our own six knots. But what are banged thumbs and grease to a swim in clear, cool, mile-deep ocean water, and a snooze on deck on the sunny side of the cabin house? And so we lost the race.

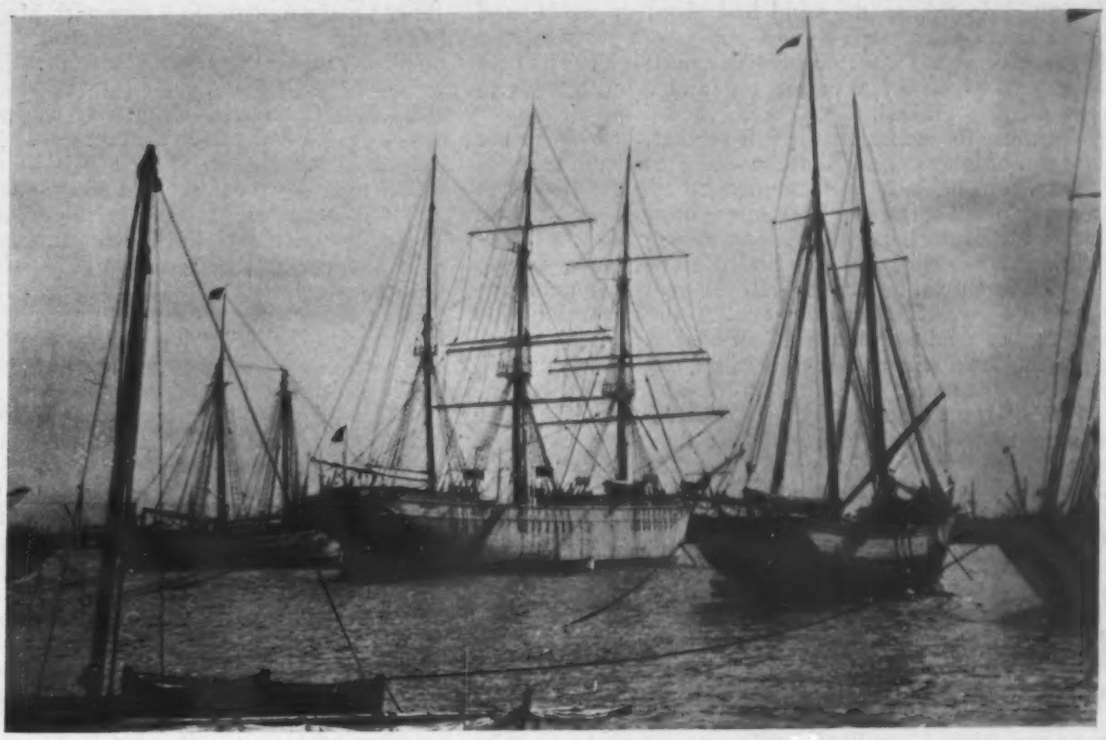
That afternoon it began to look ugly. The sun grew dim, put on a halo, and finally petered out in rain, while the westerly swell grew shorter and steeper with an ugly scend. Gone were the friendly violet monsters that Claude Worth found in the bay, and the visit of the grey jowled demons that snarl their spite across the wintry Western Ocean seemed imminent. The *Emilie* lifted and shuddered, patently uneasy. And still no wind.

If the rain comes before the wind
Topsails haul, and halliards mind.

Down came our kites, and all on deck was made secure. And then with the dark it came, out of the southwest, and I put her on the port tack, not wanting to get embayed on the Basque coast if it hauled. And then I went below and turned in, wanting to store up some sleep in case it came on really to blow, and left her to Michel, with orders to keep her on that tack and make as much offing as possible.

Later in the night I was roused by my other archangel, Gabriel, his sodden walrus whiskers dripping salt water,

The mate and the dog stand their trick at the helm of *Emilie*. Note circular cockpit well.

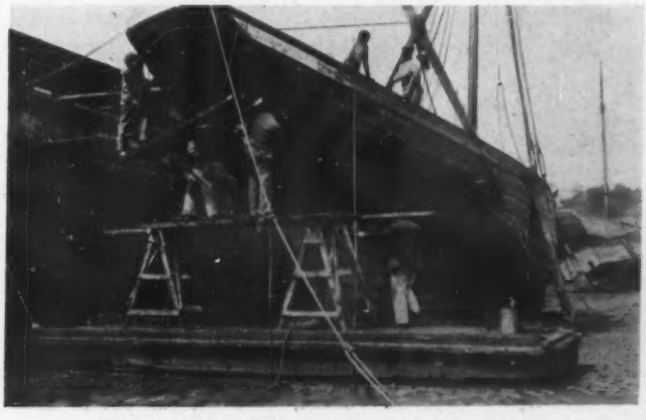


The Mediterranean is one of the last stands of the square rig. The port of Alicante, Spain, with craft of all types moored bow and stern.

and the flickering light of a smoky hurricane lantern shining on his glistening slicker. He wanted to know if the captain wished to lay a course for Ireland.

I looked up at the tell-tale, and saw that her course was north by west, the wind having hauled as I expected. So I got up on deck, and we put her about, and let her go west southwest. It was a wild night on deck, the gleaming crests appearing suddenly out of the rain and murk to windward and rushing at us in a foaming avalanche. The *Emilie* seemed to love it, shaking her head and dashing forward to the attack like a war horse. She burst through each sea in a thunder of exploding spray that rattled like shot against our "oilies," the remains of the defeated sea gurgling in a streaming black flood down the leeward waterway as she hurled herself at the next. I was glad to get back to my cosy bunk, and wipe the stinging salt rime out of my eyes.

By morning the gale had proved to be a false alarm. We were jogging along with a light but leading air. I had hoped to raise Finisterre that afternoon, but was beginning to doubt it, when the northerly wind began steadily to increase. I did not realize it then, but it was the beginning of the Portuguese Trade, that glorious summer monsoon that was to carry us all the way to Gib. The patent log had broken down the first day and I carried no chronometer, so I was not too sure of our position. To be sure, I had fixed up a chip log, that we hove whenever we thought of it, and I had managed a noon sight just before the rain began the day before, but I am far from a wizard at navigation, so I just let her go south by east to make up for the westing of the night, and blundered on.



The *Emilie* on the hard at Brest, being painted.

And then at five we made out the peaks of high mountains on the port bow and later, when the lights came on, there were Villanos' two flashes every 20 seconds. And so I felt like Columbus after all.

And then how strong and fair that good old Trade blew! The only trouble with it was that it was too fair. Our rhumb was south down the coast, and it was directly out of the north. Anyway, we boiled on down the shore, that night and the next day, watching the tramps wallowing about in it. Our sails bit into the air and we went on our way rejoicing. We were reeling off our eight knots hour after hour, 185 miles in 24 hours. The great bays along that stern Death Coast looked inviting, Corcubion, Muros de Noya, Arosa, Pontevedra, and Vigo. But we were making a passage and passed by that cruisers' paradise for a later time.

That night the wind fell very light, though true, and we ghosted by the Berlingues, great spooky crags in the moonlight, and daylight found us slipping quietly along the entrancing Portuguese shore. It was exactly like a travel movie — all was hidden in a morning fog except that part of the coast directly opposite us, and across this screen paraded, in an endless procession, yellow beaches, cliffs, crumbling forts, and tiny villages of whitewashed toy houses. Then Cap Roca fog siren began bellowing ahead, and finally we raised it. As we rounded it the fog lifted like a curtain and the estuary lay swimming before us in the liquid sunlight. We refused the assistance proffered by the pilot tug, and worked our own way in. This was easy enough, as we left the intricate and unbuoyed ship channel through the breakers and across the bar strictly alone, and took the simple north channel.

We could do this as the wind had piped up again, and so we could stem the six-knot ebb pouring out of the Tagus, although it was running like a mill sluice. The port officers came off in a motor tug and admitted us to pratique as we sailed.

We came to anchor off the fish market, just above the long run of busy docks. Above us lay the splendid city of Lisbon, and behind the magnificent bay, crowded with shipping of all sorts, the Portuguese navy, Transatlantic liners, St. Malo barkentines loading salt for the Newfoundland fisheries, and one beautiful tall bark, shining in spick and span new paint, all new gear rove, and new sails in a creaseless harbor stow. A tug was alongside passing her a hawser, and the last we saw of her she was going off down stream, the crew in the rigging setting sail, and the Portuguese ensign flying from her gaff.

One of the first things to impress us were the huge sailing lighters, and before we left they impressed the sides of the *Emilie*. These boats are knockabout sloops or cutters, with tremendous, sharply raking masts. The mainsail has no boom, and the gaff is always kept hoisted, the sail being brailed in against the mast. Their bows are rounded, upcurving affairs, gaudy with multicolored painting, and decorated with dyed horse hair plumes. Their immense sail spread gives them a great pace in the fresh wind, and as there were literally hundreds of them dashing about a crowded anchorage, through which the tide at times runs nine knots, it kept things lively.

We lay here in Lisbon nearly a week, and then one evening weighed our hook, and went down stream with the ebb. Off Cascaes, at the mouth, I came to for the night, partly to go ashore and get a new topsail yard, and partly to allow the fumes of Agua Ardiente to evaporate from the archangels. Next morning we ran offshore and, picking up our old friend, the Trade again, bowled along merrily for 24 hours till we rounded Cape St. Vincent.

Now Browning must have been mixed up, for try as we would we could not make that cape fade away to the northwest — nobly or any other way. For we had no more than rounded it than we ran into a flat spot and there we stuck. In 24 hours we made 17 miles. The only excitement was a funeral on shore. And then we shot up a shark that was eyeing us with much too hungry an expression, and this seemed to bring a little wind. So we drifted somehow over to Cadiz.

We made a fine run from Cadiz to Gibraltar, pulling out one afternoon, and anchoring eight hours later during the night.

We stayed over a month and during this time parted company with our two Bretons, a fact which we regretted considerably later on when it came time to replace these deep water men from the local assortment.

At Gibraltar was the ex-Bristol pilot cutter *White Wings*, and we made up a race with Major Moore, R. A., her owner. We started from Europa Point for Cueta in Spanish Morocco in a very light air. For a few moments we took the lead and then got back-winded by the rock and lost it. Once out in the straits we lost all steerageway, and drifted idly about in the currents. Major Moore knew them better than we and beat us in by hours.

The next day on the return trip we had plenty of wind, and our all-amateur crew certainly socked it to her. We never once saw the lee bulwark, and it stands 18 inches above the covering board. Somehow or other, we got enough water below to float away the cabin flooring. But on *White Wings* Major Moore was not taking in any canvas, and she boiled into Gibraltar 14 minutes ahead of us — a fair and square licking, but not a disgrace, for she is a considerably larger ship.

When we left Gibraltar, we were short handed. We had signed on a local "Rock Scorpion" as cook, which job he carried out fairly well, but on deck he was a complete failure; in fact, he never dared come there except when we were at anchor. At the last moment Graham, a keen local yachtsman, took pity on us and decided that the Eastern Telegraph Company could struggle along without him for a day or two. We weighed and under all sail stood through the Straits and up the Mediterranean, before the only westerly that had blown for weeks. All too soon we were off Malaga, where Graham would have to leave us, so we entered after dark.

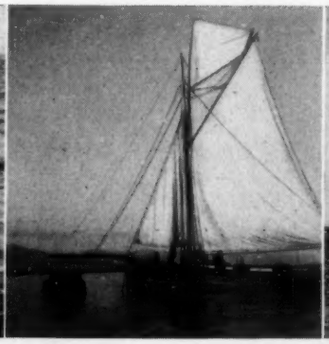
In Malaga we found the French Consul had solved the problem of looking after his bailiwick, which extended several ports up and down the coast. He and his wife and four children lived on a beautiful ketch, the *Ste. Therese*, which was his office as well. When his duties called him to the other ports along the coast he sailed there. The ketch he had built when he was stationed in the Baltic, and when transferred he had sailed her down. She was a fine big able flush-decked fifty-tonner.

We signed on a young bull fighter, who had also had some experience in the local lateen-rigged feluchias. The first night watch this lad, Emilio, stood he celebrated his introduction to the cutter rig by jibing so solidly that we carried away the boom, split the mainsail and made a general mess of the rigging. We were not far from Almeria, so we put in there for repairs. We spent a couple of days in a vain search for a new boom, and then a few more in fishing the old one, mending the sail, and setting up the standing rigging. The fished boom was so much too short that thereafter we always had to set the sail with one reef tied in.

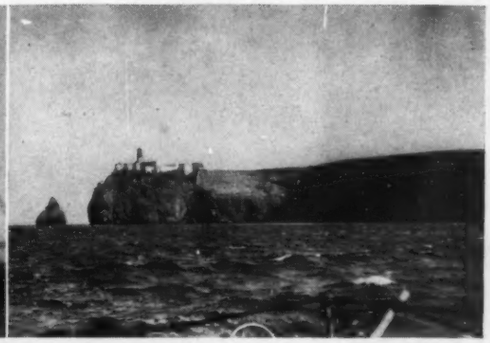
All the time we were in Almeria a piping westerly, the Poniente, was whistling, but as soon as we put to sea we ran into a Levante — easterly winds, rain, and a confused heavy sea. Those seas were really beastly — not high,

(*Continued on page 94*)

Wet weather off the Balearic Islands. Mrs. Powel at the tiller.



The *Emilie* at a mooring buoy at Gibraltar.



Cape St. Vincent, where we ran out of the Trade.

Venturer, a new Marblehead 25-Rater owned by Frederick H. Prince.

Grafton Smith's double-ender *Nor'easter V* won the greatest number of races in Class Q.

The Season of 1928 at Marblehead

Close Racing and Many Events Mark an Interesting Summer

By LEONARD M. FOWLE

YACHT racing at Marblehead for the 1928 season extended farther into the autumn than is usual with the sport on Massachusetts Bay. This was due to the visit of three German yachtsmen with a 30-square-metre craft, and an intersectional match of the so called "Suicide Class" of Huntington Bay, L. I., little open 19-foot boats with 125 square feet of sail.

The 30-square-metre *Gluckauf* was sent to this side of the Atlantic through the efforts of Herr Rasmussen, of the Bremen yacht building firm of Abeking and Rasmussen, and was accompanied by her owner, W. Stinnes, of Kiel, C. Wilkins, of Hamburg, and Adolph Volger, of Bremen. The invasion of the German yachtsmen was conceived with the idea of interesting Marblehead yachtsmen in the 30-square-metre class, and had in view international racing such as the Sonder Class matches from 1906 to 1913.

Before being laid up at a Marblehead yard for the winter the *Gluckauf* was raced a number of times against the 18½-footers of the Triangle Class, the Herreshoff Class "S" knockabouts and the 20-raters of Class R. With her long, lean hull of 36 feet, only about 341 square feet of sail, and small displacement of 4,600 pounds, the *Gluckauf* showed great speed off the wind in anything from a moderate to strong breeze. Much interest was shown in the racing and before the trials were completed the German yachtsmen announced that they would issue a challenge through the Kaiserlicher Yacht Club, of Kiel, for a team match with three boats of the class upon their return to Germany. These 30-square-metre boats are the great racing class of Germany and the other Baltic countries. More than a hundred of these craft have been built this year.

Though the season of 1928 at Marblehead had a slightly better weather record than that of 1927, with only two championship events postponed because of unsuitable conditions, it will long be remembered by regatta committees for the many "off the wind" starts. It was one in which the usual Marblehead conditions, soft winds from the southeast and south, were few and far between. Yet it was crowded with events, with hardly a let-up from the first of July until the end of September, and brought out one of the greatest fleets in point of numbers even seen at the North Shore of Massachusetts Bay.

A new event to the old yachting center was inaugurated by the Pleon Yacht Club, a junior regatta for all the classes on hand for the annual Midsummer Week. This event was the hardest hit by adverse weather conditions of all the racing in the season. Originally scheduled for Sunday, August 5th, in the afternoon, an unusually heavy thunder squall forced the postponement for the day. Then, every morning of the week the youngsters of the club tried to carry through the program, only to have fog or calms interpose, so that it was not until the middle of the week of Labor Day that the race for the final classes was resailed.

By a custom started a couple of years ago, the season opened with a couple of informal events of the Eastern Yacht Club for Memorial Day and June 2nd, with the championship racing starting June 9th under the colors of the Corinthian Yacht Club. For the remainder of the month there was weekly championship racing on Saturdays, with the Sunday and Wednesday events starting the last week of the month. It was not until after the

cruise of the Eastern, that took the big boats from a rendezvous at Marion to New London, that Marblehead really became busy with racing. From the second week in July until Labor Day week there was hardly a day without a scheduled event.

Considerable of this was on the program of the Pleon Yacht Club, the oldest juvenile organization of the country, if not of the world. First they carried through the North Shore elimination series for the selection of a junior crew to represent the section in the Sears Bowl match for the National Junior Championship, won by S. Huntington Wolcott, Jr., and the crew of the Eastern Y. C. The club's Midget Championship for the Salter Plate was also captured for the year by an Eastern Y. C. crew, with Gifford K. Simmonds, Jr., as captain.

The tournament for the Snail Cups, named after the first flagship of the club, was won in Class O by Miss Peggy Creighton's *Con Con*, and in Class T by W. Gardner Braker, 2nd's, *Foam*. The club celebrated its forty-first anniversary with a Race Week, September 4th to 7th, with club events, open racing, and a Brutal Beast tournament, open to skippers of any age, in which 52 took their hand at sailing the open 12-foot catboats. This required two days to complete. The winner was Harry B. Thayer, Jr., a former flag officer of the club.

With the cruise of the Eastern south of Cape Cod, the larger racing craft were seen only once in competition on Massachusetts Bay. This was in the Annual Regatta and Puritan Cup match of the Eastern, August 16th, while the New York Yacht Club fleet was at Marblehead. The postponing of this event from its annual date of July 4th brought out the largest fleet ever to sail in an Eastern Annual Regatta. Fifty-five sail, from the big schooners *Resolute* and *Vanitie* down to the "Q's," raced for the famous Puritan Cup, which was won by one of the smallest, Isaac R. Edmands' 25-rater *Norn*.

In July and August the Eastern Yacht Club carried through four special series. First the annual "R" Race Week for the Ladies' Plate, won by Frank C. Paine's *Gypsy;* then, in the mornings of the first portion of Marblehead's annual Race Week, the match for the Manhasset Bay Challenge Cup. Again Frank Paine's *Gypsy* was the winner and the defending club had the unique experience of being without a defender in two of three races, owing to the dismasting of Chandler Hovey's *Robin*.

The week following the visit of the New York fleet the Eastern entertained yachtsmen from the Royal Canadian Yacht Club, of Toronto, in a crew match, such as is held between the two clubs every two years. The invaders, headed by Vice-commodore Norman R. Gooderham and Thomas K. Wade as captains, sailing the 25-raters of Class Q in the five races, accumulated 28 points to the Eastern crews' 22. The captains of the home crews were Charles Francis Adams and B. Devereux Barker, with Isaac R. Edmands sailing in place of Commodore Adams in the first two races.

For the third time in the eight years of the Junior Championships, the Sears Bowl was taken away from Massachusetts Bay, with William B. Cudahy, captain of the Beverly Y. C. crew, as the winning skipper, in the series sailed the last week of August.

Racing of the year really ended with the annual Chowder Race of the Corinthian, sailed this year for the first time in two classes, with 65 participants, on Sunday, September 16th. But the final race of the year was the third in the "Suicide Class" match of Sunday, September 30th. Three of these open boats with their 125 square feet of sail were sent from Huntington Bay, L. I., to meet the three 19-footers, designed by L. Francis Herreshoff.

The Herreshoff 19-footers were identical in design — glorified sailing canoes but of more beam, open boats with air tanks at bow and stern, but with different rigs. The visitors were no match for the home boats, the best they could do being a third place in the final race.

Though the fleets of the year were not quite as large as those of 1927, the regatta committees of the clubs timed 5,247 starters in the various events of the season. Four clubs handle the sport at Marblehead, and from the first of June until the latter part of September 115 races were sailed, 46 under the colors of the Corinthian, 41 by the Eastern, 27 by the Pleon, and a single one by the Boston, its annual open race of Midsummer Week.

Hornet, B. Devereux Barker's champion "Q," by taking the class championship, won for her owner permanent possession of the Corinthian Yacht Club Class Q Trophy. Yet in the championship racing of the 23 open events the *Hornet* managed to lead the class home in only two races. The smartest 25-rater of the season, in the usual Marblehead conditions, was Grafton Smith's double-ender *Nor'easter V*, designed by L. Francis Herreshoff. Had her owner been able to have the *Nor'easter V* in the right racing trim before Midsummer Week, the championship would have gone easily to the Smith craft. As it is, the *Nor'easter* has the largest number of races to her credit, a half dozen in the class racing, all the trophies of Midsummer Week, along with the Eastern championship. Wins in this class were well spread out, showing the fine competition of the class, for, of the baker's dozen 25-raters, eight managed to come home leading at least once in the championship racing. This is to be the leading class in Marblehead's racing of 1929, with possibly five or six new boats out next spring.

Last season Charles Francis Adams won the second Corinthian Class R trophy with his *Gossoon*. A third three-year trophy has been offered by the club and the first leg was won by Frank C. Paine's latest *Gypsy*. This 20-rater was by far the best of the "R's" this season, winning, in addition to all the class championships, the Ladies' Plate in the Eastern "R" Week, the Manhasset Bay Challenge Cup for the Nahant Dory Club, and a leg in the Gold Cup offered as a three-year trophy by Chandler Hovey for the Midsummer Week racing of the class.

A rather fine record of almost a clean sweep of the trophies offered for the Herreshoff "S" knockabouts was made by Mrs. Walworth Pierce's *Roma*, sailed by James C. Gray, Jr. In a one-design class, numbering 19, the *Roma* won 15 of the 23 scheduled championship races, finishing the season with a percentage of .868. Her record for the Corinthian racing was nine firsts in a dozen starts, and of the eleven tropies given for the class racing, excluding the prizes for the annual Gloucester cruise donated by her owner, *Roma* failed to capture only two. This is a showing that, probably, will never be duplicated in a one-design class at Marblehead.

With many women and girls competing in the racing, it seems appropriate that at least one class championship should go to a fair skipper. This was accomplished by Miss K. Frances Pitcher, with the *Periwinkle* in the Triangle Class. Not only did Miss Pitcher capture the season championship with her green-hulled knockabout, but the craft also took both club championships. This was no easy competition, as the *Periwinkle* had the hardest of fighting from Eugene E. O'Donnell's *Euellan II*, sailed by "Bob" Thayer, and E. Arthur Shuman, Jr.'s, *Tipler II*.

Twenty-three races compose the schedule of the season — a dozen under the colors of the Corinthian, ten given by the Eastern, and a single open regatta by the Boston. In addition to the club championships in the regular classes, the Corinthian Yacht Club, through the generosity of its flag officers and members, offers each

Frank C. Paine's latest *Gypsy* won all three championships at Marblehead.

year trophies for the combined season's racing of the three clubs. The winners of these championship prizes for 1928 were:

Santry Trophy, Bar Harbor 31-footers, George Lee's *Mingo;* Welch Trophy, Class Q, 25-rating, B. Devereux Barker's *Hornet;* Santry Trophy, Class R, 20-rating, Frank C. Paine's *Gypsy;* Cleghorn Trophy, Herreshoff Class S, Mrs. Walworth Pierce's *Roma;* McQuesten Trophy, Triangle Class, Miss K. Frances Pitcher's *Periwinkle;* Association Trophy, Manchester 17-footers, E. Sohier Welch's *Evanthia;* Proctor Trophy, Class O, 15-footers, Robert Phillips' *Kayo;* Carlton Trophy, Class T, 14-footers, Miss Martha Brackett's *Cyda II;* Williams Trophies, Brutal Beasts, Special division, Parker and Smith's *Wildfire;* First division, Albert Goodhue, Jr.'s, *Seal;* Second division, Marion Leeson's *Black Cat;* Third division, Elizabeth W. Mixter's *Sea Mouse.*

Following are the figures for the racing in the Marblehead championship classes, giving their standings for the club championships of the Corinthian and Eastern Yacht Clubs, and for the season:

BAR HARBOR 31-FOOTERS

	Corinthian	*Eastern*	*Season*
Astrild	.250	.354	.299
Indian	.010	.031	.013
Mingo	.924	.889	.914
Zara	.689	.692	.690

CLASS Q, 25-RATING

Falcon	.498	.644	.577
Hawk	.131	.156	.148
Hornet	.766	.757	.768
Leonore	.274	.188	.238
Lorelei	.516	.590	.550
Norn	.699	.528	.619
Nor'easter V	.689	.785	.749
Sally XIV	.350	.525	.405
Scapa III	.309	.276	.341
Tartar	.530	.542	.519
Taygeta	.518	.700	.601
Venturer	.446	.335	.369

CLASS R, 20-RATING

Alert IV	....	.250	.138
Bonnie Lassie	.164	.326	.223
Ellen	.417	.383	.433
Gypsy (Hovey)	.332	.426	.367
Gypsy (Paine)	.773	.851	.808
Live Yankee	.650	.765	.685
Mary	.563	.459	.520
Rebel	.217	.393	.326
Robin	.388	.373	.361
Ruweida V	.639	.465	.556
Stranger II	.498	.683	.578
Vengeance	.364	.304	.328

HERRESHOFF CLASS S

Aminta	.424	.518	.446
Arrow	.266	.569	.399
Barracuda IV	.413	.557	.489
Dolphin	.096	.324	.209
Fandec II	.146	.125	.134
Jacks	.094	.182	.154
Kotick	.456	.256	.369
Rocket	.185	.351	.284
Roma	.909	.805	.868
Rowena	.237	.211	.239
Sabot	.505	.409	.480
Sally Anne	.512	.678	.606
Sandust	.205	.453	.393
Sea Dog	.582	.444	.536
Sturdy Beggar	.523	.492	.516
Teal	.664	.637	.653
Tinker	.407	.475	.443
Widgeon	.722	.666	.671
Woodcock	.387	.408	.384

TRIANGLE CLASS

Allegro	.178	.203	.200
Ann	.151	.206	.198
Avanti	.218	.298	.275
Euellan II	.714	.767	.749
Hill Dill	.5906	.646	.625
Marianette	.135	.196	.153
Menikoe	.328	.226	.301
Periwinkle	.796	.799	.793
Rose II	.5905	.563	.588
Tipler II	.739	.732	.743
Vagus	.281	.496	.398
Vision	.475	.456	.492
Wheenaw	.608	.771	.690

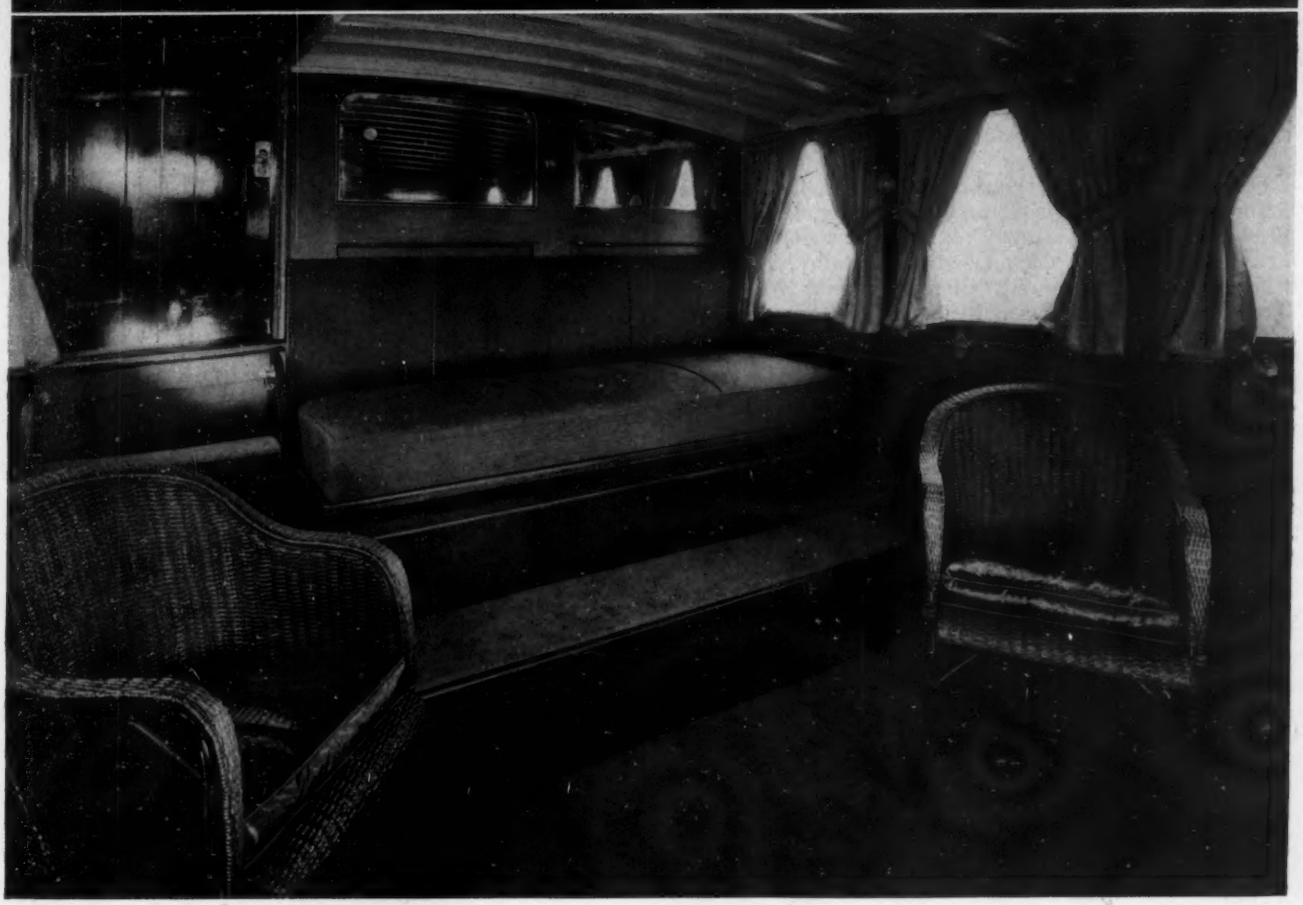
CLASS O, 15-FOOTERS

Barracuda II	.345	.483	.410
Bath Tub	.132	.129	.146
Comet	.369	.020	.213
Con Con	.576	.784	.669
E. L. R.	.198	.201	.209
Ful'O'Pep	.217	.479	.363

(*Continued on page 92*)

***Bonnie Lassie,* Dr. Morton Prince's new 20-Rater.**

Tamarack V, A 40-Mile Express Commuter



BACK in 1921, when "Gar" Wood designed the fast express cruiser with which he established a record of 47½ hours running time for the trip from Miami to New York, he turned out a boat that has since been developed into a 50-foot standardized commuter with a speed in excess of 40 m.p.h. *Tamarack V*, latest boat of this design, is owned by Col. H. N. Torrey, of Detroit, who uses her at Savannah, Georgia, during the winter, and on the waters around Detroit in the summer.

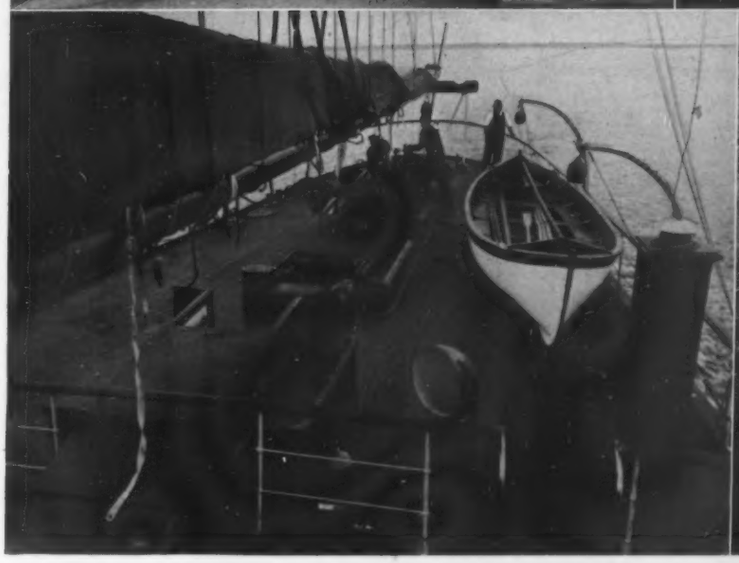
Tamarack V is a two-cabin cruiser, with one cabin aft and one cabin forward of the bridge. In reality, the craft is designed primarily as an express commuter with the minimum of sleeping and cooking accommodations, although a small galley is found in the after cabin where an electric refrigerator and a stove have been fitted into the crew's quarters.

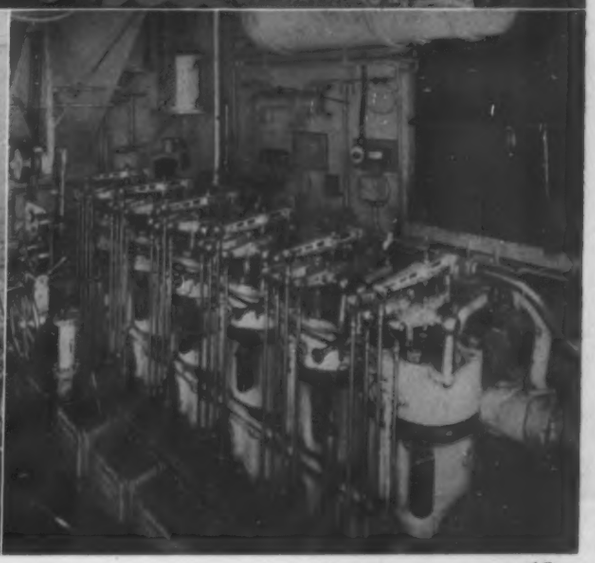
Tamarack was designed to provide high speeds over the water on a monoplane hull, cushioning through the water at 40 or more miles per hour when equipped with two 12-cylinder Gar Wood engines of 400 h.p. each. If higher speed is desired an additional ten miles per hour can be obtained with two 800 h.p. Packard motors.

Auxiliary Brigantine *Illyria* Starts on Long Voyage

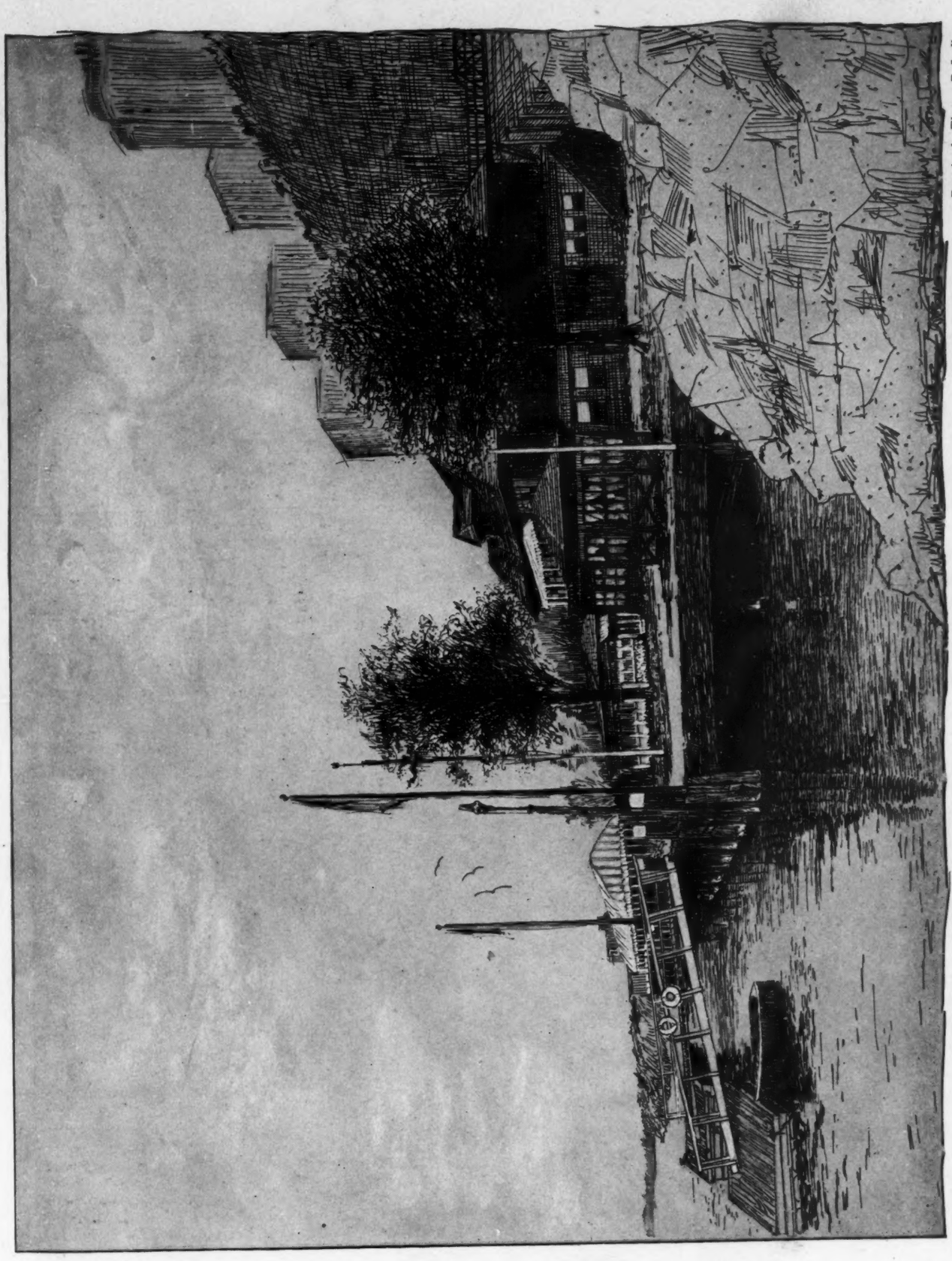
It is rather unusual nowadays to see the square rig used on yachts, but in the auxiliary *Illyria*, owned by Cornelius Crane, of Ipswich, Mass., the designers, Messrs. H. J. Gielow, Inc., have perpetuated the brigantine rig. It should prove very handy and efficient for the long ocean cruises which the *Illyria* has before her. For power, *Illyria* has a 300 h.p. 6-cylinder Bessemer Diesel engine, which gives her a cruising speed of 9¼ knots, while her fuel capacity enables her to do 5200 miles under power with one filling of her tanks. The dimensions of the new yacht are: Length over all, 147 feet; water line, 120 feet; beam, 30 feet; draft, 12½ feet; sail area, 10,000 square feet. In a large deckhouse amidships are a large saloon and a dining room, while the sleeping cabins are below. There is a large quarter deck aft.

The *Illyria* left Boston the middle of November for an 18 months' scientific and exploring voyage to the South Seas for the Field Museum, of Chicago.





Prominent American Yacht Clubs



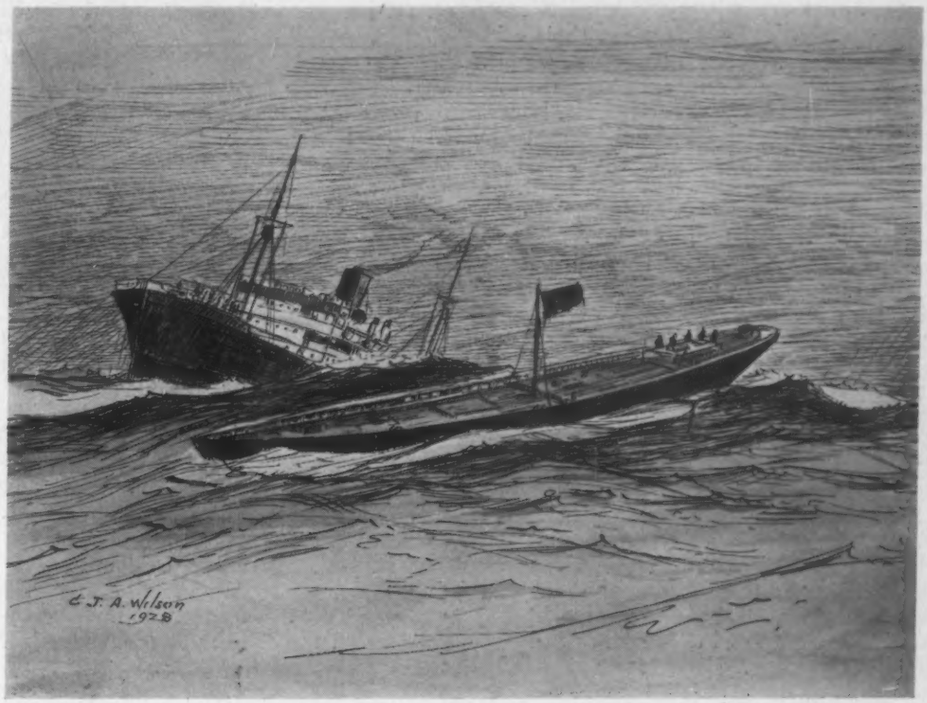
Drawing by Thomas R. Ludlam

The clubhouse, dock and landing floats of the Columbia Yacht Club, at 86th Street and the Hudson River, New York City. Organized in 1867, it is one of the oldest yacht clubs in New York waters, and is much used by a large fleet of power and steam yachts whose owners make their headquarters on the Hudson River.

Abandoned at Sea

of the Dismasting and Loss of the Nova Scotia Fishing Schooner "Mayotte" on a Voyage from Lunenburg Towards Ponce

ON the 27th of January last the Bluenose fishing schooner *Mayotte* sailed from Lunenburg with a cargo of fish for the West Indies, Ponce, on the Island of Porto Rico, being her destination. It was just such a voyage as is frequently made in winter by the "grand bankers" of Nova Scotia. In command of the *Mayotte* was Joseph A. Himmelman, a name intimately connected with the Lunenburg fisheries. One of the family, "Tommy" Himmelman, sailed the schooner *Delawanna* against the Gloucester schooner *Esperanto* in the fisherman's race of 1920, while "Long Albert" Himmelman subsequently raced the *Independence*, and later was lost, with all his crew, in the *Keno*.



"The steamship *Pathfinder* answered their signals of distress and bore down upon them."

Nothing was heard from the *Mayotte* after she poked her nose out in the blustery Atlantic until five days later, when a cable report from Bermuda stated that her crew had been landed there from the steamer *Pathfinder*, having been taken off their sinking vessel by that steamer on January 31st, just three days after she had sailed. And that was all that was known here of her loss. The newspapers carried nothing further on the tragedy. Thus, when a copy of Captain Himmelman's protest, taken from the loss files of the Boston Insurance Company, was sent us, the true story of the happenings of those last days of January in the Gulf Stream was had for the first time.

In giving the story to the readers of YACHTING it seemed fitting to print the protest in its original form, with its quaint wording, telling, as it does, in a terse, unvarnished narrative, of the dismasting and abandonment of the *Mayotte*, and of the long fight to keep the vessel afloat until rescue came. Here it is.

PROTEST

SCHOONER *Mayotte*, MASTER, JOSEPH A. HIMMELMAN

BY THIS PUBLIC INSTRUMENT OF PROTEST BE IT KNOWN AND MADE MANIFEST to all whom it doth or may concern that on the 2nd day of February in the year of Our Lord, One Thousand, Nine Hundred and Twenty-Eight, before Cecil H. Tucker, a Notary Public duly appointed in and for the Bermuda Islands and residing at the Port of Hamilton in the said Islands, personally appeared Joseph A. Himmelman, Master of the good ship *Mayotte* of the burthen of 98 tons by registered measurement, or thereabouts, belonging to the Port of Lunenburg, in the Province of Nova Scotia, and noted with him in due time and in due form of law his Protest for the use and purpose hereinafter mentioned, and now on this 16th day of February, the year of Our Lord, One Thousand, Nine Hundred and Twenty-Eight, before me, William Pitt Potter, a Notary Public by Royal Authority duly appointed in and for the Province of Nova Scotia, and residing at Lunenburg, in the said Province, came the said Joseph A. Himmelman and required me to extend his said Protest, and with the said Joseph A. Himmelman came William Decoursey, Mate, George Myra and Albenus Helstrom, Seamen, all belonging to the said ship, who did severally, duly and solemnly declare and state as follows, that is to say: —

That on the 27th day of January, last, the said ship being then tight, staunch and strong, well manned, victualled, equipped and provided with all things necessary and essential for a ship of her burthen on her intended voyage, and being laden with a cargo of dry and pickled fish, they, the said Appearers and the rest of the crew, set sail in the said vessel from and out of the Port of Lunenburg, bound on a voyage from thence to the Port of Ponce, in the Island of Porto Rico.

That they continued on their said voyage with varied fair and strong winds, until Sunday the 29th day of January last, their ship then being under shortened sail and being in about latitude 38 degrees 57 minutes North and Longitude 63 degrees 06 minutes West.

That the said day came in with strong winds from the west and at about one o'clock veered to west southwest, and at about eight o'clock in the morning had increased to gale force and your Appearer, Joseph A. Himmelman, for himself says that at about that time he ordered the said ship's jumbo hauled down and he hove her to on the starboard tack in which condition she continued to lie,

and although the wind was increasing in force, riding comfortably, until about twelve o'clock noon of that day, when it became a hurricane, still blowing from the west southwest.

That your Appearers all say that the vessel continued to lie comfortably in that condition until about six o'clock in the afternoon of the said day when a tremendous sea boarded her on the starboard side rolling her over on her beam ends and almost capsizing her, washing overboard and breaking one of the ribs of your Appearer, George Myra, who was eventually able to get back on board safely, and Albert Zinck, another member of the Crew who was lost, and breaking chests and barrels and other moveables from their lashings and crushing and breaking the ribs and badly injuring internally Clarence Tancock, one of the crew of the said ship, and badly shaking up and bruising your Appearers and the other members of the crew.

That your Appearers further say that when their said ship righted, their mainmast, main boom, main gaff, mainsail, foresail, and all rigging and running gear attached thereto, and chain plates, as well as two life boats, her anchor chains, and all other moveable articles on their said ship's deck had been carried away with the exception of the rigging on the starboard side which was still fast and hanging across their said ship's deck, and the main topmast and part of the mainmast, which was still fast to the foremast, by the spring stay, and the wreckage was lying on her port side and pounding against her bottom and finally breaking their said ship's rudder off.

That your Appearer, Joseph A. Himmelman, for himself says that he thereupon ordered the rigging to be cut clear from the starboard side of his said ship.

That your Appearers further say that the main topmast and part of the mainmast which was still holding by the spring stay swung against the forerigging on the port side, tearing off her port chain plates. That your Appearers found it impossible to clear the said wreckage of the mainmast from the foremast, and after swinging back and forth against the rigging for some time, it finally struck the foremast, breaking the step thereof, and the foremast began to surge about in the mast hole, tearing the said ship's deck, breaking the engine and doing other damage.

That your Appearer, Joseph A. Himmelman, for himself says that he thereupon ordered the rigging on the starboard side cut clear, which order was immediately carried out by your Appearer Albenus Helstrom, and the foremast went over the port bow further tearing up their ship's deck and breaking off two deck beams and leaving her hold open to the sea, and drifting alongside still held by the jib and jumbo stays, pounding their said ship's side.

That your Appearers, Joseph A. Himmelman and Albenus Helstrom, thereupon went forward and with hacksaws cut away the jumbo stay, and Albenus Helstrom started out on the bowsprit to cut clear the jib stay, when the bowsprit was carried away and the cap pulling off the same, the wreckage drifted clear of the said vessel, leaving the bowsprit fast by the bob chains, which being below water line your Appearers were unable to cut.

That your Appearers immediately endeavored to cover with their said ship's staysail the holes in her deck, and immediately manned the pumps. That your Appearer, Joseph A. Himmelman, for himself says that he thereupon made an examination of his said vessel and found that her forward and after accommodations had been practically destroyed, all stores wetted by sea water and only three small barrels of fresh water available for drinking purposes.

That your Appearers after pumping five hours succeeded in getting their said ship clear, but due to the fact that it was impossible to make the canvas over the holes in their ship's deck tight, your Appearers were obliged to pump every two hours in order to keep the ship from filling.

That the wind continued at hurricane force until about ten o'clock in the evening of the said day when it moderated, and further decreased in force during the night, until about seven o'clock in the morning of the next day, being the 30th day of January, last, when it veered around to the northward and increased in force, and as their said ship was taking in more water it became evident that your Appearers could not keep her afloat for long.

That at about seven o'clock in the morning of the said day your Appearers sighted a steamer approaching from the northward which they afterwards learned to be the C. G. M. M. *Pathfinder*, and they exhibited signals of distress by hoisting a flag on a pole fastened to the foreboom crutch. That the said steamship immediately answered their signals of distress and bore down upon them. That your Appearers were obliged for the safety of their lives to abandon their said ship, and the said steamship stood by to take them off.

That the company of the steamship poured oil on the water between their ship and your Appearers' vessel, and in attempting to pass lines she was driven alongside their ship by the heavy seas, and your Appearers were finally successfully taken off the wreck by lines thrown from the said steamship.

That it being impossible to salvage the said ship the steamship thereupon made course for Bermuda and your Appearer, Joseph A. Himmelman, advised his Owners by wireless telegraph of the loss of his ship.

That the said steamship arrived with your Appearers and the survivors of the said ship's crew at the Port of Hamilton on the 1st day of February, last, where Clarence Tancock was placed in the King Edward Hospital, where as they are informed and verily believe he now is.

And your Appearer Joseph A. Himmelman, at the first opportunity, appeared before a Notary and duly noted his Protest as aforesaid.

That on the 3rd day of February last, your Appearers took passage in the S.S. *Skirmisher* and arrived at the Port of St. John, N. B., on the 7th day of February, last, and proceeded to Lunenburg, aforesaid, where they arrived on the 8th day of February, last.

And these Appearers, Joseph A. Himmelman, William Decoursey, George Myra, and Albenus Helstrom, declare that on the 16th day of February, in the year of Our Lord, One Thousand Nine Hundred and Twenty-Eight they appeared at the office of the said Notary and caused their Protest to be duly extended.

And these Appearers do protest and I, the said Notary, do also protest against the aforesaid gales, heavy seas and the loss of their said ship, and the loss and injury to her said company and against every loss, cost, detriment, damage and expense that has arisen or can or may arise therefrom to the end that the same may be borne and sustained by those to whom of right it doth, or may, or can appertain.

WHEREOF an act being required of me, the said Notary, I have granted These Presents under my hand and seal of Office and entered the same in this Register to serve and avail as need or occasion may require.

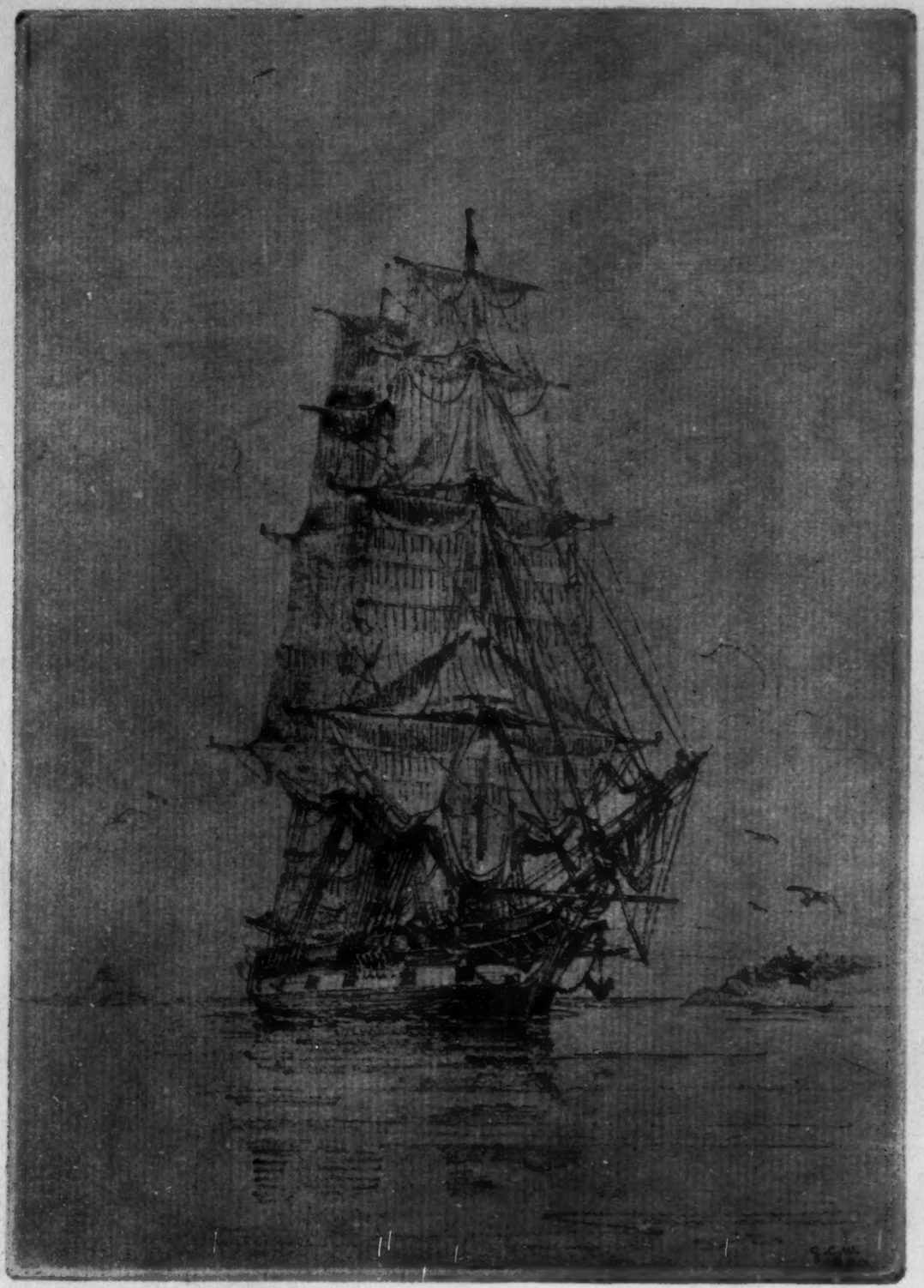
In testimonium veritatis.

(SGD.) WILLIAM PITTS POTTER

A Notary Public in and for the Province of Nova Scotia

THE "SHINCRACKER."
The mate "calls" the man at the wheel.
From an etching by George Gale.

OFF BEFORE IT.
A pencil drawing by R. F. Paterson.



"STAND BY TO LET GO."

Brig coming to anchor.

From an etching by George C. Wales.

(Courtesy Charles E. Goodspeed & Co., Boston)

"That Dad-Blasted Squaresail"

Some Caustic Comment on This Item of an Ocean Racer's Sail Equipment, Called Forth by the Last Transatlantic Race

By ALFRED F. LOOMIS

UP to the time of the famous Spanish race it was universally agreed that a squaresail is an absolute essential in ocean racing. Up to that time nobody, so far as I know, had ever actually used a squaresail in an ocean race. Nevertheless, everybody who knew anything about sails (and everybody knew *everything* about them) could demonstrate without plans or blueprints that an ocean racer minus a squaresail was a sure loser. You'd no more put to sea without such a sail than you'd build a boat without a keel.

With these introductory remarks it will be apparent to the more discerning of the readers of YACHTING that somebody is about to take a shy at the use of squaresails in ocean racing. So here goes.

The Burgess schooner *Niña*, owned by Elihu Root, Jr., and Paul Hammond, started out in the race for the Queen's Cup with 26 sails in her lockers, bunks, and elsewhere. She used 25 of those sails and won the race. The twenty-sixth was her squaresail. As I understand the situation a squaresail is indispensable when the wind blows from abaft the quarter. Such being the case, it might be argued by adherents of this quaint relic of bygone days that the *Niña* never had the wind astern. But the fact is that she had it that way pretty steadily from the fourth day of the race until the fifteenth. Then why didn't she use this *sine qua non* of ocean racing? I wasn't aboard the *Niña*, and so I can't tell you.

Likewise the *Mohawk* started out to Spain equipped with a squaresail, as all good racers should. And she ran before the wind for a number of days and used her squaresail for a very small number of hours. And you can't accuse "Ducky" Endt or Nick Biddle of not knowing what sails are best suited to the conditions. So it could be deduced from the *Mohawk's* experience that the squaresail in ocean racing is a flat tire.

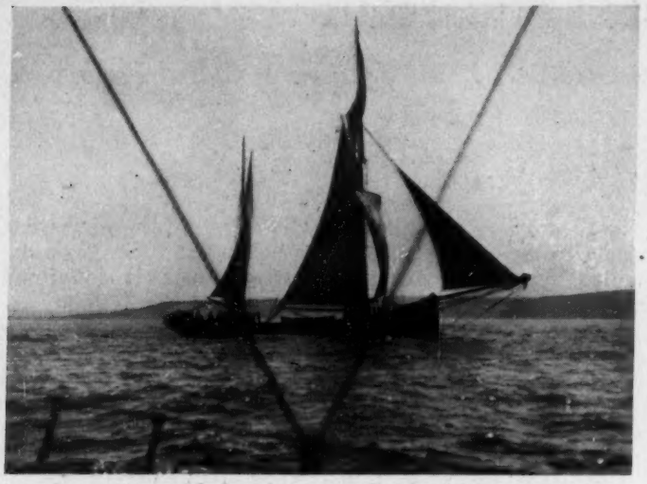
Then we have the *Pinta*. Jack Curtis won't take exception to any derogatory remarks I may make about the *Pinta's* squaresail, because he knows how highly we all valued it in one particular. As a tarpaulin thrown over the cabin house the *Pinta's* squaresail couldn't have been beaten. It made a fine caulking mat and it kept us from slipping whenever we ran forward in an emergency.

Now that it's all over I wonder why the *Pinta's* squaresail was not better. We (I say "we" because I was occasionally admitted to the conferences in which it was conceived) designed it according to the Law and the Gospel. That is, we selected the best features of George Martin's and Claud Worth's squaresails and put them into the *Pinta's*. Also, we incorporated a few improvements of Weston Martyr's, George Bonnell's, and Marty Kattenhorn's. We did everything to make that squaresail the best that ingenuity could devise. And yet it was a dud.

In shape the sail was about square. I shan't give the exact dimensions because I want to discourage anybody from copying it, but it was about 20 feet in the warp and 25 to 30 feet in the woof — if that's the correct nomenclature for squaresails. It weighed about a thousand pounds when dry, and twice that when wet. It had brailing lines from top to bottom for use in case the wind increased to hurricane force, the theory being that as the wind increased you pulled down on the brails and decreased longitudinally the area of the sail until finally you

The author achieved the ambition of a lifetime when he was at last shipmates with a squaresail on the *Pinta*. The photograph (left) shows it in a "hard chance," pulling like a pocket handkerchief.

Forward deck of the *Pinta*, showing a variety of sails. Spinnaker and ballooner set; jib and jumbo furled and squaresail serving its ultimate destiny as a cover for the cabin house.



The squaresail of this Spanish coastwise ketch looks useful. The ketch was not racing.

had nothing but a pucker of canvas forward of the mast. This was conservatively calculated to give us a speed of eight knots in good hard westerly weather, and if we didn't like that we could strip to bare poles and make seven knots.

Besides the squaresail, we had the yard on which to set it. This was a fine piece of hollow spruce, tapered at both ends and some 25 feet long. It weighed about 400 pounds when dry and no more when wet. This excellent spar was copiously equipped with wooden hoops and with metal rings encased in expensive pigskin. It had eyes at the ends for braces, and blocks for outhauls, and complicated little gadgets for bending the sail to the hoops. Memory fails me when I try to describe these gadgets. I do recall, however, that they were thinly galvanized and that when the day came for bending on the squaresail the gadgets were so badly rusted that it took seven men three hours to make them work.

For the day did actually come when conditions seemed suitable for the squaresail. At nine of the morning of July 8th we were steering East with the wind West, blowing 30 to 35 miles. The sea was steep and confused, and there was too much of both wind and sea for the spinnaker. "Let's try the dad-blasted squaresail," said Jack Curtis, and at 9:10 both watches turned to to bend it on to the yard. At 12:10 everything was ready for hoisting, and at 12:30 six men stood by the halliards, the lifts, the braces, and what not, and hoisted away. The yard rode up a jackstay on an unpatented bronze gadget that was guaranteed by its designer to prevent chafe and to hold the yard with vise-like rigidity.

Up it went, and the sheets started flying about in a manner most terrifying, threatening to garrote us poor sailors and to snatch the screenboards out of the fore shrouds. The brailing lines ended in a knot just out of arm's reach, but we made a line fast to them and were prepared to brail as necessary. The sheets were made fast before anybody was decapitated, the braces were braced, and we all stepped aft to admire our handiwork.

I, for one, counted this a red letter day in my life. I had sailed in a number of ocean races, and once before had been shipmates with a squaresail. But I had never seen one in use. Here in mid-Atlantic I was going to get a taste of real sailing, and enjoy the novelty of flying before the wind with no fear of jibing. My enthusiasm was not shared by all my shipmates, and "Lank" Ford was heard to make the following lugubrious remark: "If anything goes wrong with that squaresail," said he, "we'll have to send a man aloft equipped with hammer, hacksaw, screwdriver, pair of pliers, gloves, blanket, basket of lunch, umbrella, and a spyglass."

"Lank" was unduly pessimistic. Nothing went wrong with the sail. Although, as I say, the wind was blowing a moderate gale, it didn't fill the sail. It just hung from the yard, swaying from side to side. We tried the experiment of lowering the foresail to make the squaresail draw. That let the air into it, but we couldn't see that it was paying its way. A blanket would have done as well, and would have been less trouble to set.

By six in the evening the wind had increased to such force, and the sea was so high, that running off under a whole mainsail was dangerous. We were faced with the necessity of reefing, and conditions were bad enough to make it imperative to bring the ship's head into the wind before lowering the main. Just then somebody looked at the squaresail, flapping aimlessly on its yard like a circus tent hung out to dry, and noticed that despite its rigid brass gadget it had chafed a couple of hoops through against the port swifter, sprinkled a handful of unnamed gilhickies to the deck and was in the process of sawing the yard in two pieces. It had been up only six hours.

"We'll get that dad-blasted squaresail in before we do anything else," said the Skipper, and right heartily all hands jumped to the halliards, sheets, brails, buntlines, clew lines, leach lines, braces, etc. One good thing I can say for that squaresail. It was heavy enough to come down easily. But getting the yard back into the little sockets it had worn for itself on the starboard deck was a horse of another color. To swing the yard fore and aft we had to pass one end of it 20 feet or so out over the billowing sea before bringing the inboard end inside the fore shrouds. We struggled valiantly, seven or eight of us, and nothing disastrous happened. But if the outboard end had tripped on a wave we poor sailors would have gone skipping o'er the sea, and by this time we'd all have been very wet.

The sail itself being wet with rain water, it was so unmanageable, once we got the yard inboard, that it required the strength of four to move it to its resting place on the cabin house. There it remained. Once when the

Blowy weather. One reef down; no need to jog along under the squaresail.

race was nearly over I needed a piece of light line to make a becket. With the Skipper's permission I cut an end off one of the brails. By that little bit was I able to justify the existence of the *Pinta's* squaresail.

As I have written with such flippancy on a sacred subject, my further remarks will not be received with the consideration that they deserve. Knowing this, I yet say with all seriousness that there is no room on a schooner for a squaresail in an ocean race. And it is not on an abortive

(*Continued on page 88*)

St. David's Head, Bermuda, the finish of the Bermuda Race. The committee tug *Powerful* is anchored about a mile off the light. On this side of the islands the reef lies close to shore.

At the Finish Line of an Ocean Race

A Lone Passenger Watches Sails Emerge Out of the Night off St. David's Head

By JANE NEVIN

IT was six o'clock. The harbor of St. Georges reverberated to the peremptory blasts of a whistle. A staunch little tug, the *Powerful*, lay at the wharf, quivering with eagerness to be off about her business. The tug's one passenger, waving good-by to Mr. St. George Tucker, through whose kind offices she had been able to make this voyage, stood at the rail, in a turmoil of excitement.

The little tug steamed through the narrow harbor mouth and bravely breasted the wide sea beyond. The sun was preparing his last great scene of the day. On the horizon great, tumbled clouds glowered. The sea rose and fell in oily rhythm. Approaching squalls dyed the waves copper-yellow.

Came the moment to anchor. Quite an exciting performance this, accompanied by bell ringing, and peering into not only one, but two compasses. Two men in the bow heaved on an enormous coil of rope. There was a subdued splash. We were anchored, and for the night.

I stood alone, persuading myself as best I could that it was really I, this lone passenger on the good ship *Powerful*. Not just anybody, but I, who until this noon had entertained no definite hope of seeing the yachts sailing in the 1928 Bermuda Race till they should come to rest, like tired birds, in Hamilton Harbor. I mused on the occasional kindness of fate — on this particular kindness, in allowing me not only to see, but practically to be, the finish of the Bermuda Race. For the tug was the stake boat, and no yacht could cross the line save under our bows. A night of infinite possibilities lay ahead of me. Aside from the tremendous thrill of watching the first boats come in, there were the elements. They might provide thrills that would be, if not as pleasant, at least as memorable as any that I had ever experienced. I peered rather anxiously at the approaching squall. After all, I had never been anchored on a tug or on any other boat, in a bad sea, and I wasn't sure that my morale would bear up under the test.

I was glad when a young black boy appeared upon the bridge with the evident intention of engaging me in conversation.

"Anybody you interested in on one of the yachts?" he asked.

I replied with pride that my husband was on the *Malabar IX* and, resistlessly urged by that same pride, added the information that he was navigating. The black boy's attitude became one of enthusiastic sympathy. He knew the *Malabars*. The *Malabar IX* had a good chance to win the race. He scanned the horizon, and finally assured me that in two hours or so we would see the first yacht.

Two hours! Good Heavens! What had I let myself in for? Two hours before anything could happen! But the motion of the little tug was pleasant, and on the black waters the path of the moon was very beautiful. From the southward a steamer was stealing towards us. In reply to my excited question, I was told that it was a tanker, come to put a sick man ashore. My thoughts dwelt on the sick man, and on what was taking place in that brightly lighted ship. Murder on the high seas, or just acute indigestion?

After the British tanker had gone by, the discussion she had inspired died away. Willie went below, and I was left with just the night and the sea for company, and the little tug to rock me. Somnolent, I became vaguely aware that motor boats had come out, and were fussing about us, tossing up and down in boisterous waves. I looked down at them, superior, secure, on my smoothly swaying perch. Confused shouting crystallized into the accusation that we were too far out. This, apparently, failed to disturb our captain. He only grunted.

Soon a purposeful motor boat dived through the waters, brought up sputtering at our side, and disgorged two men. Great shouts of my name. Was there such a person on board the tug? There was, and she slunk down the ladder from the bridge, heavy at heart. Might have

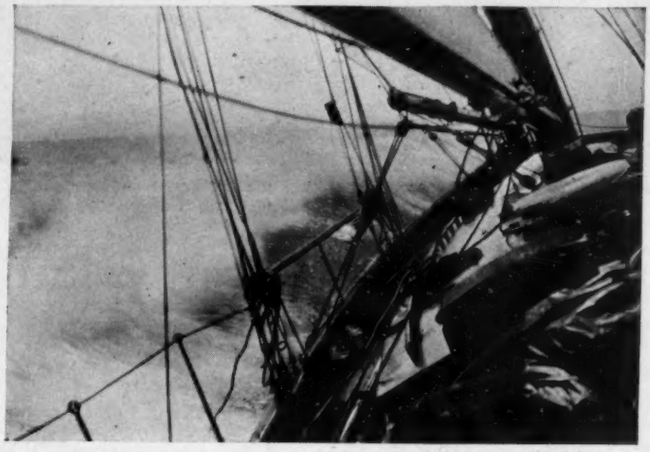
known that they wouldn't let a woman stay out on the stake boat all night. They had come, then, to put me ashore.

Meeting the glaring eye of the tossing motor boat, I pleaded to be allowed to stay. Voices behind the searchlight assured me that I need not leave unless I wished. I was very happy. I promised to be in no one's way. The voices materialized into two members of the committee. They introduced themselves. Percy Tucker, timekeeper, and Mr. Hamilton, official photographer. We proceeded to the bridge.

Followed intensive scanning of the horizon, with and without the aid of field glasses, and speculation as to whether the yachts reported by the signal station were really yachts, or just rum runners. Must be yachts, we opined, since the *Bermuda* had sent back word that she had passed three of them the night before. We moved towards shore a bit. The fussy motor boats had been right. We were too far out, and not in line.

After this excitement, we settled back to wait. We talked a little of the yachts — which would be first; could the official photographer get a good flash of the first boat to cross the line, and so on.

No lights appeared. The night stretched out ahead. It was suggested that I rest, until something was sighted. I was given a pillow and a coat, and told that I would be called the minute that anything threatened to happen. Happily I retired, and with a handkerchief over my eyes, I almost slept.



Malabar IX **driving hard for the finish line, still miles away.**

Something had been sighted! We had a few minutes of tense discussion. There was a light — there wasn't — where? Well, there — to the northeast. And finally it did appear, beyond all possibility of doubt. The port light of a boat, gleaming, even at that distance, red against the black sea. Nearer it crept — so slowly. Intolerable to wait so long! Then suddenly, with a rush, it was upon us. It became at once a boat — with sails. A yawl — and white.

Mr. Tucker thrust a stop watch into my hand.

"When I say 'Time,' you punch it," he said.

The captain appeared and stood, hand on the whistle rope. The official photographer, between the acute excitement of watching this beautiful thing sail in, and the certainty that she was too far away to obtain a good picture, was in a state. Mr. Tucker was ranging up and down the narrow deck, and I stood paralyzed, watch in hand.

On she came, silent, more lovely than anything I had ever seen, and on her deck she burned a green flare.

She crossed the line. Her flares burned white, then red, and clearly outlined the men on her deck, her sails, and her long white hull.

Mr. Tucker yelled "TIME!" I punched the watch, then held it tenderly. Over the strident whistles of the tug we tried to call aloud the flares while he looked them up on the card.

Green-white-red — the *Rugosa!*

"*Rugosa!*" I repeated in a choked voice. "Isn't she beautiful?" And all my words seemed but faint expression of what I felt.

"Out of the night," said the photographer solemnly. "Oh, my God, what a picture! And too far, much too far away!" He tore his hair.

After considerable shouting back and forth — *Rugosa?* Yes, *Rugosa!* The information that she had passed the *Yankee Girl, Dragoon* and *Malabar IX;* they had had a good trip. The *Rugosa* drifted away to wait for dawn, and a pilot, and we tried to subside into a more normal state of mind.

I decided that, since there must be two hours or so of waiting, I would prepare myself for the next frenzied moment by a little more sleep, and retired to my cabin. In due time I was roused by the now familiar altercation outside the cabin window.

"There is a light, I tell you. Willie, see if there isn't a light. Go up on the roof of the pilot house and see. Well, there was a light a minute ago."

I bounced up and out, into the midst of the argument — saw lights where lights had never been, and finally fixed on the tangible, approaching gleam to the northeast. A port light.

The same tense waiting, made more tense for me by my profound conviction that the approaching, dimly outlined sails were those of a schooner.

Schooner it was, and black. I hung over the railing, straining my eyes at the approaching ghost ship. The official photographer and I argued. He maintained that we were looking at a yawl. Afterwards, even in my disappointment, I was conscious of pride that I had in that uncertain light distinguished a schooner from a yawl.

On she came, all her sails set. Nearer she glided. Nearer — and broke out a red flare. *Malabar's* was to be green.

The tug burst into her raucous song of welcome. Mr. Tucker, grabbing for the card, yelled "Must be *Malabar.*"

"Can't," I replied at the top of my voice, "burning red flare."

It was the *Yankee Girl,* very beautiful to watch as she swept across our bows. She gave us news. The *Dragoon* and *Malabar IX* would be in soon. They had had light winds all the day before. She left us, drifting off into the darkness.

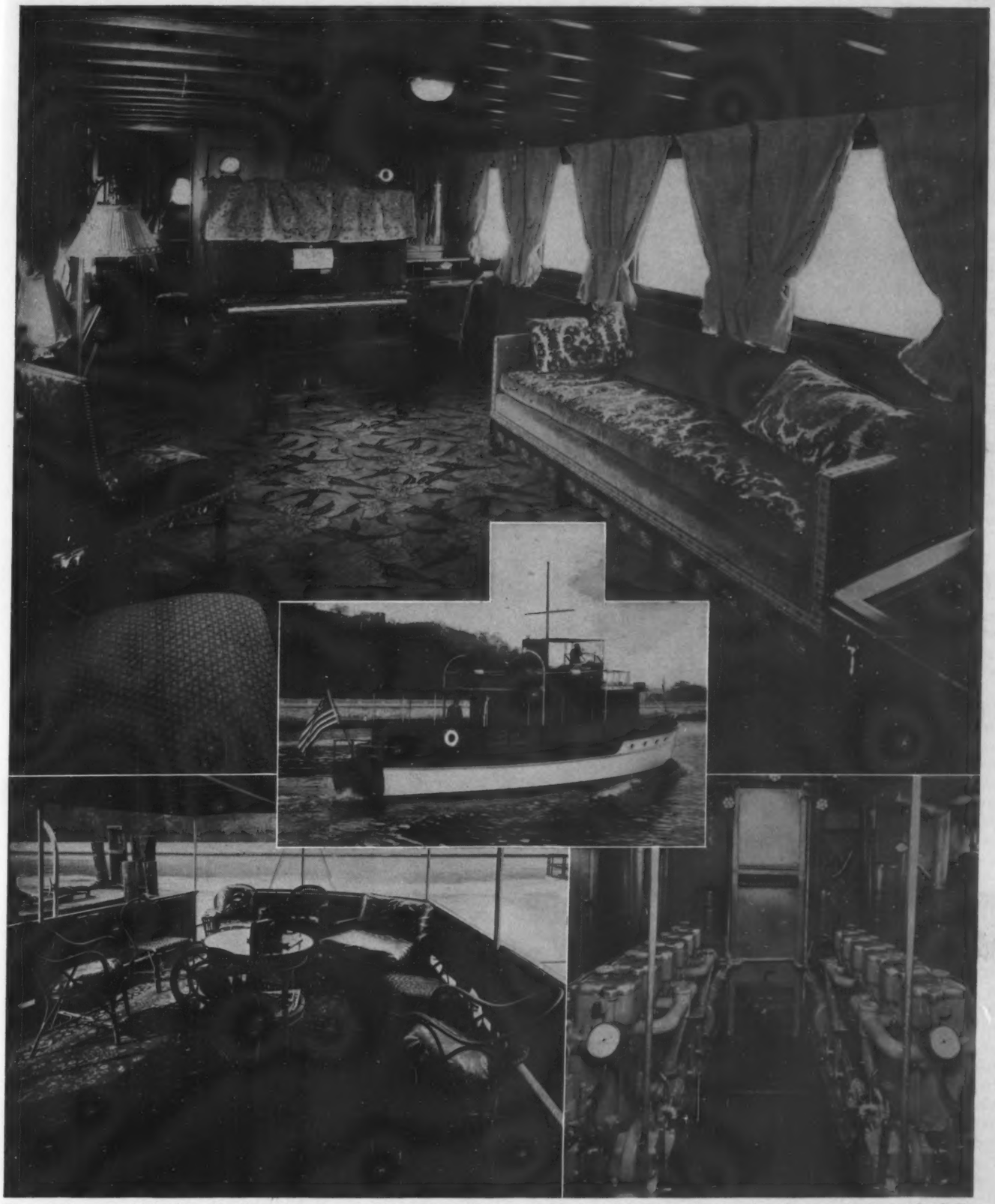
More sleep had become impossible. I ate a ham sandwich which I promptly and intensely regretted. You can't crowd emotion and a ham sandwich into the same system.

At about two o'clock our straining eyes were rewarded by the appearance, after the usual false alarms, of a light at the horizon. We went through the same process of interminable waiting, unbearable suspense, and burst of excitement, which terminated this time in the flares of *Dragoon.* The captain failed to appear. I seized upon the whistle rope, Mr. Hamilton watched her flares, Mr. Tucker took her time, and that was that.

Afterwards we all three sat outside the pilot house. Mr. Tucker looked a little tired. He alone had had no naps that night. He stood faithfully at his post all night long, scanning the horizon earnestly and often. Shortly before dawn, our somewhat desultory conversation was interrupted by Willie. He had seen a light. That meant that after a while the rest of us could, with field glasses and a little luck, see it too. We stood at the rail, prepared. Finally there emerged from the surrounding blackness two little points of light. This boat was coming head on.

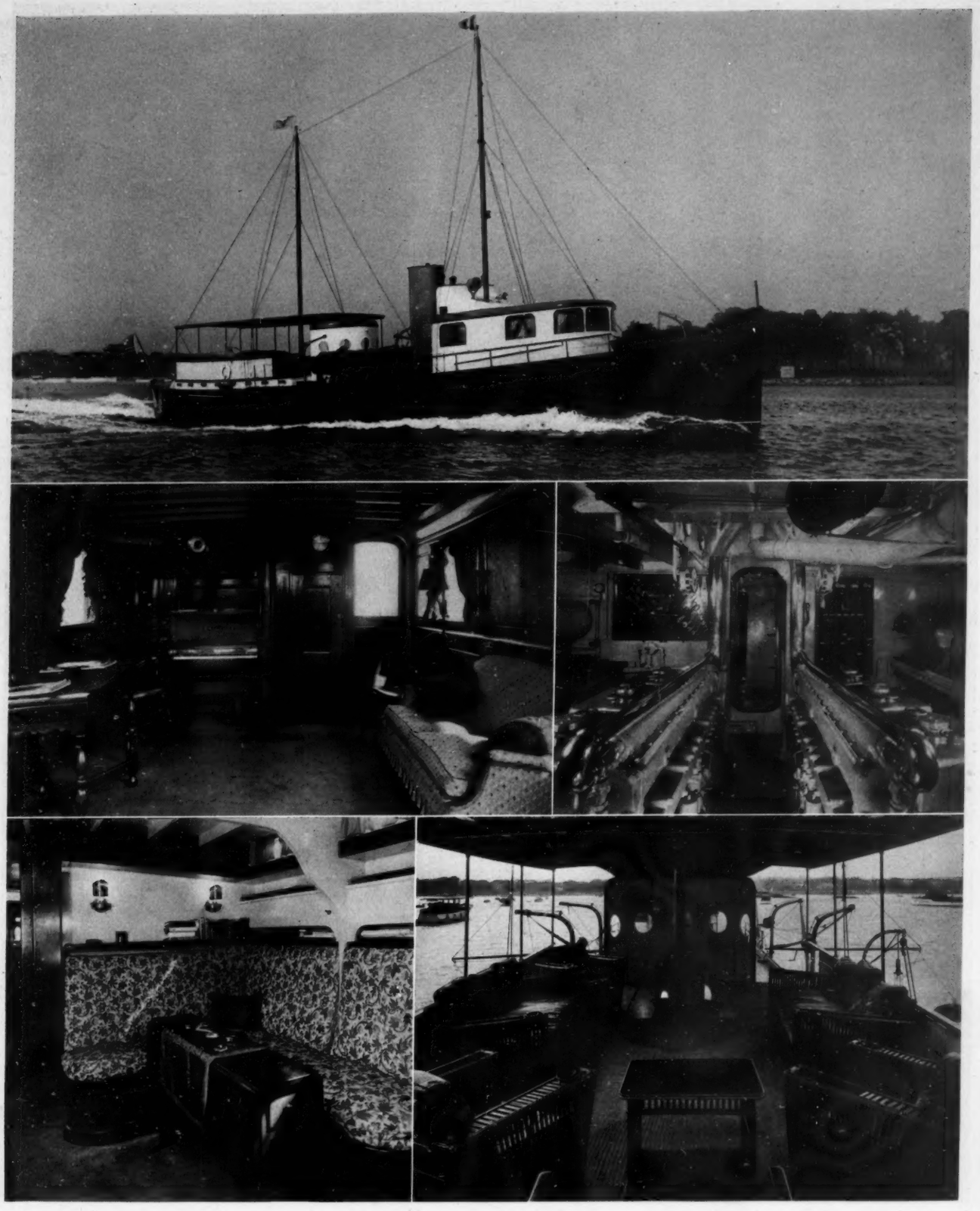
(*Continued on page 96*)

Reometta, A New Small Diesel Houseboat Cruiser



The growing use of Diesel engines in yachts of moderate size is well illustrated in the 67-foot houseboat cruiser *Reometta*, owned by J. E. Olds, Esq., of Lansing, Mich. In this boat two Hill-Diesel engines of 75 h.p. each give a cruising speed of about 13 m.p.h. at an economical operating cost. The unusually compact installation is shown in the reproduction, as is the large deckhouse saloon, or living room, and the large after deck. *Reometta* was built by the New York Yacht, Launch & Engine Co., and shows many of the well-known characteristics of the boats developed by these builders.

Siva—A New Power Cruiser of Distinctive Type



In *Siva,* a new 90-foot power cruiser owned by Donald F. Tripp, of New York, the designer, L. Francis Herreshoff, has achieved an able looking craft of distinctive appearance. She is a double-ender, with a large house forward and a raised after deck, on top of a low cabin house. *Siva* was built by Britt Brothers, West Lynn, Mass., and is powered by two 6-cylinder Winton gas engines. The pictures show the deckhouse saloon, the neat engine installation, a corner of the dining saloon below, and the spacious after deck.

Deep Water Sailing

Part XI — Homeward Bound

By E. G. Martin

FROM Bermuda *Jolie Brise* sailed for England carrying two officially sealed bags of His Majesty's mails — the last sailing mail packet, probably, ever to make the voyage. The passage, sailed on the Great Circle course, is one of about 3,000 miles, and although weather conditions could not have been more different from those of the outward voyage, our daily runs were, on the average, just the same, for we were 24 days going home and 48 on the way out.

At the outset we met with calms and light variable breezes. Our initial course was about northwest so that we gradually worked up towards the Gulf Stream again. When we were six days out the temperature of the water had reached 76°, and it was not until six days later that we had crossed the Stream and the temperature had again fallen to about 60°. When we entered the Stream on the southern side we found the usual uncertain weather. For two nights we had been running before a strong southwest wind and a big sea, with no canvas set but the storm jib, and the oil bags in constant use. From time to time there were terrific rain squalls which utterly blinded the helmsman and swamped the binnacle lamp, although it was supposed to be the best thing of its kind. The alternative electric lamp depended upon dry batteries and these had run down without giving the service which the makers had claimed for them. This proved to be our last run in heavy weather, and it convinced me fully that the secret of safe running is running slowly, which gives the oil time to spread and prevents the ship from making any disturbance.

After a while we ran out of the bad weather and again fell in with calms. Bermuda had been very trying, for when we were there it was extremely hot and damp. We still felt the heat and longed for the freshness of northern air; but the nights were wonderfully beautiful. Sometimes when the ship seemed to have stopped, we could see over the side that she was still just moving, for in the water alongside were countless gleams of light — small oval bodies like melon seeds, which glowed like opals as the ship passed by.

Many other strange little creatures we saw, idly floating or darting away from the ship, and once a shark, when the ship was quite becalmed. He was rubbing himself against the side, abreast of the port rigging. The night was very dark, but the water was ablaze with phosphorescence, and the outline of the great beast was traced in flaming green. It was a most gruesome sight and aroused all Warneford's hate of sharks. In a moment he had fetched his Mauser pistol and fired three or four shots at the shark at a range of about five feet. The beast suddenly dived headlong and we saw him gradually fade away in the depths. Meanwhile there was a commotion down below and a head appeared suddenly in the companionway. This was Buckley, startled out of his senses, which was not to be wondered at, for he had been asleep within a foot of the shark when Warneford fired.

As we sailed into the colder water we noticed that the Portuguese Men-of-War became larger and larger, and more and more strongly colored in blue and purple; but they were no longer iridescent and it seemed as if the colder water were killing them, and that they changed color as they died. The Bo'sun birds had gone. I suppose that their haunt is farther south, for they had been our constant companions. Curious birds with a very long white pointed tail, they generally seemed to fly in parties of three. On the outward voyage one had been very inquisitive about our little flag at the topmast head, and seemed to be trying to nibble at it. We really got to love the little Mother Cary's pigeons, although it seems to be true that they generally come round a ship in rough weather. They were a velvety black and flew marvelously close to the water, no matter how rough it was, and when they make a sudden turn one can see their little feet shoot out in a sideways kick against the surface. Sometimes not one would be in sight for hours, but if the waste bucket with scraps of food was emptied over the side, in a moment scores of them would be flying close under the stern of the ship. As we sailed on the flying fish became scarce, and no more of them came aboard during the night as they had done in the Trades.

In six days the temperature of the water fell from 76° to 61°, and at last the air became fresh again. Then came mist, and for some time after we approached the Tail of the Banks we sailed in foggy weather. The east- and west-bound steamer traffic across the Atlantic follows separate routes, and between them is a gap in which we sailed. We wished to avoid the west-bound traffic at all costs, for we were sailing with a fair wind in foggy weather, and we reckoned that a fast mail boat might be visible to us for about 30 seconds only before we should meet her. The east-bound traffic would not have been quite so bad, but in any case, it was better to keep clear of the steamer lanes.

One afternoon we sighted a large liner on the port quarter. She would have passed about six miles north of us, but suddenly she altered course and bore straight down upon us. She came within 100 yards and signaled, asking who we were and whether all was well. We replied and asked her to report us at Lloyds, which she did, and so our friends knew that *Jolie Brise* was nearing home. We had found a hoist in the International Code Signal Book, which must be a relic of olden days, for it reads, "If you do not set more sail I cannot keep company with you any longer." If only it had been ready for hoisting it would have made a delightful parting message to the *President Roosevelt*.

For a time, when we were just about in mid-ocean, we had more calms and light winds. Then, to our delight, the wind came out of the northwest, steady and fresh, and brought sunshine and clear weather. In the last week we sailed more than 1,000 miles, and at seven o'clock on the evening of July 26th we sighted the Scilly Bishops light bearing S.E. by S., distant about 15 miles. Our landfall was exact — as all the others had been. Thus Warneford carried out the navigation of the ship, from start to finish, without a single error. I know very well, from other cruises, how great an anxiety the responsibility for the navigation may be at times, and on this long summer's sailing I found that there was plenty for me to do in working the ship. That she was navigated by a friend whom I could trust absolutely was a wonderful help. It is due to Warneford, especially, that the whole voyage was a real joy to me.

It was good to see England again and our good fortune

lasted to the very end. The fine northwest wind held so that we steadily logged over eight, and as we passed the Longships and the Lizard the tide served us well. We hauled our sheets and raced along up Channel in smooth water. It was good to see again the landmarks we knew so well — the Manacles, St. Anthony's Point, which marks the entrance to Falmouth Harbor whence we had sailed, and so on to the Dodman and Rame Head, just west of Plymouth.

All this day we had been carrying the trysail rig with the topsail and jib-topsail set. As we luffed in for the breakwater the wind drew ahead, as it generally does in Cawsand Bay, so we hardened in the sheets and the old ship tore along with her scuppers awash, just clean full as she lay for Plymouth Hoe. I was none too sure whether the topmast would stand up, or the jib-topsail split, but it was so gallant a finish to our voyage that I could not help carrying on. All went well and we rounded up under the Hoe to make our number to the Royal Western Yacht Club. Then we got the light sails off her and reached across to pick up our buoy under Drake's Island. The cable was shackled on, and as the shackle pin went home I felt that it was the full stop which ends a chapter. Six thousand miles out, cruising in Long Island Sound, the Bermuda Race, and 3,000 miles home — between the third of April and the twenty-seventh of July. It had been a wonderful experience for us, and above all, there was the satisfaction of knowing that neither we nor the ship had suffered the slightest harm. It was good to have carried out the scheme just as we had planned it, for so often things go amiss in spite of every care, and I shall always feel that we were wonderfully fortunate throughout.

To me, ocean sailing is the finest, biggest sport there is. Whether it be in an ocean race, or in a long and leisurely voyage such as ours, when the land has dipped below the horizon one finds a new world and a new life in which work is simple and straightforward, although sometimes it may be hard. There is the sky to read, the sea to watch, and the ship to be sailed. There is real responsibility and the need for constant care. The man who sails his ship and does not watch her and the weather and the sea will come to grief as suddenly and as surely as does a boxer who takes his eyes off his adversary. It is, I think, the need for constant watchfulness which is the hard part of ocean sailing, both for the crew and for the skipper. Sometimes, perhaps, when a skipper is not keeping a watch, those who are may feel that he is not doing his share of the work; but I think that when they themselves come to be in charge, they will realize that the responsibility may be a very real burden from which the skipper can have no rest as long as the ship is at sea.

The glory of sailing is that there is no limit to the fascination of the sea and a man's love and understanding of a ship, even though, as time goes on, we may not feel so keenly the wonderful sense of adventure which came with our first voyages. We may sail in search of adventure, or of health, or of gain, and we may find enjoyment in it; but these are no more than intellectual reasons, good as they may be, and it is only the man who sets out upon a voyage for the love of the sea itself — and for no other reason — who will ever realize to the full the enchantment of deep-sea sailing.

Conclusion

These notes upon deep water sailing have been written at the request of Mr. H. L. Stone, who sailed with me in *Jolie Brise* in the Bermuda Race of 1926. In reading them it may appear that such conclusions as I have reached are based largely upon the voyage made in her. To some extent this is true, because this voyage has been the only one which I have made in the Trade Winds, the Tropics, the Horse Latitudes, and the Gulf Stream. In fact, from the time when *Jolie Brise* left the Spanish coast until she reached the Tail of the Banks, on the homeward voyage, almost all the conditions were different from those of sailing in the North Atlantic. I realized before starting that the experience gained in previous cruises in European waters, when the unbroken passages had seldom been as long as 1,000 miles, or lasted for more than ten days, did not give sufficient guidance in preparing for Transatlantic work. The fitting out caused me considerable anxiety, particularly the question of provisions, and I feel that others may have the same difficulties. I have written in the hope that readers may find here and there something which may be of use to them, and I would ask them to remember that the views which I have expressed are intended for consideration and criticism, and not as laying down the law about the most difficult art of sailing a ship.

A new 26-foot standardized stock cruiser called the Seagoer. From designs by Eldredge-McInnis, the builders are the Portland Yacht Yard. She makes 20 m.p.h. with an 8-cylinder Gray motor.

Headin' South. A part of the great fleet of power cruisers which goes south each winter at anchor in Lake Worth off Palm Beach.

Palm Beach Plans Winter Regatta as Usual

Despite the Hurricane of the Summer, Yachting Activities Will Reach High-Water Mark this Year

By Gerry Swinehart

YOUR veteran sailor, as a general proposition, rarely turns back after having come through a spell of bad weather. So it is now with that aggregation of West Palm Beach marine enthusiasts known as the Palm Beach Yacht Club. As usual, they are at the moment bent upon plans for the winter yachting season, including, of course, the Seventh Annual Washington's Birthday Regatta.

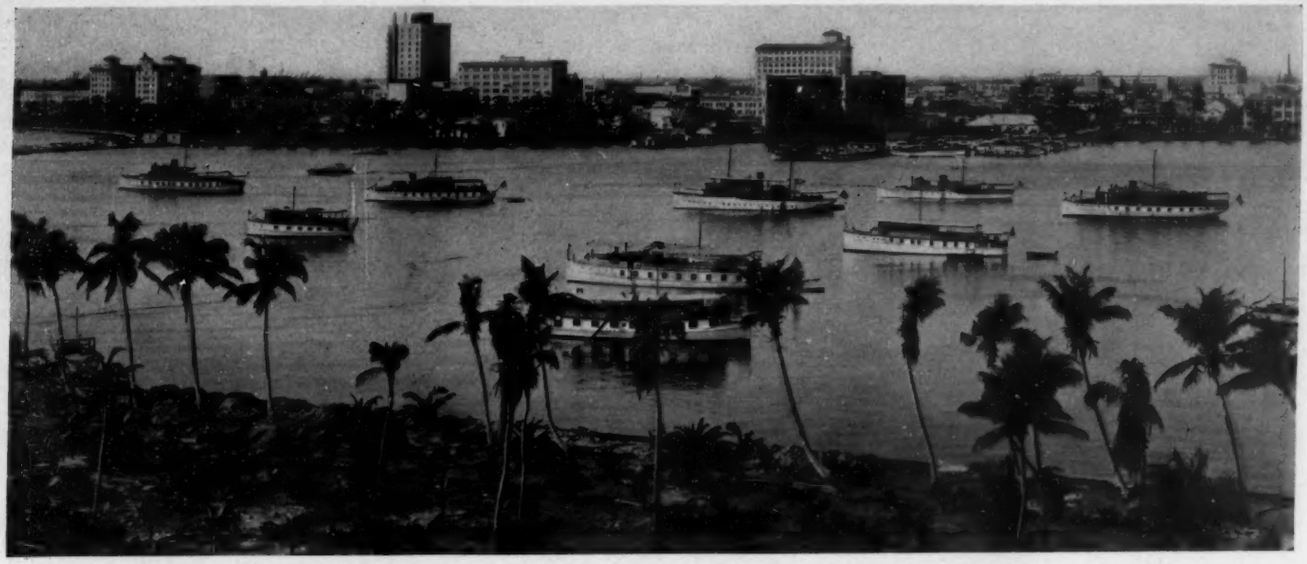
This year the yacht club is not alone in these preparations. The city has actively come to the front. Perhaps it is because City Manager A. E. Parker happens to be the first skipper-manager the city has had. At any rate, at the present time the manager is supervising completion of a new municipal yacht pier calculated to surpass, in the matter of convenience and facilities, any such structure previously erected at West Palm Beach.

The storm of last summer, it may as well be admitted, gave nautical interests in these parts a rather severe thrashing. Docks became A. W. O. L.; boats took to high, dry land. But that was last summer. This winter virtually all traces of the storm have been obliterated and marine facilities are again ample.

For example, there is the dock the city has just completed. Here, on the site of a rather weak-kneed predecessor, is a substantial structure jutting 465 feet out into Lake Worth, measuring 20 feet in width and embracing four slips, at right angles, each 120 feet long and 60 feet wide. Yachtsmen already in these waters are hailing the storm as a boon. Almost directly across from the new municipal pier, the famous Hotel Royal Poinciana yacht basin has resumed its ancient calling, and yachts and sight-seeing boats are finding accommodations there as usual. At the port of Palm Beach, gateway to Lake Worth for the bigger yachts, facilities are complete and, if anything, improved. Nor'easters always improve the channel from sea to lake, the currents usually deepening the passage a foot or more.

Up to the present no details as to the program to be presented in February at the annual regatta have been evolved. However, Commodore D. H. Conkling has definitely announced that the traditional water classic will be perpetuated. Invitations will be sent, shortly, to all headliners of years before, calling for entries in the 151 Hydroplane Class and the high speed displacement classes.

Racing on Lake Worth off Palm Beach. The annual regatta will be held as usual this year, on February 21st and 22nd, off the Palm Beach Yacht Club.



The yacht anchorage off West Palm Beach is already filling up with cruisers whose owners follow the sun south.

Meanwhile, auguring well for the regatta this year, is the announcement just made in Palm Beach of the revival of the orginal Sailfish Club of Florida, an organization of fishermen and yachtsmen who are to have headquarters this year at the Breakers Hotel. This organization, a rejuvenation of the famous old Sailfish Club, which for 14 years held high its prestige in Palm Beach, is to be associated with the New York Yacht Club and will fly that club's flag on its masts in Palm Beach waters this winter.

Meanwhile, other groups of marine enthusiasts are preparing plans for a big season of water sports. These include the Palm Beach Anglers Club, famed for elaborate fishing trophies, and the Sailfish Club of Palm Beach.

For the yachting future, too, there is the proposed work on the Florida East Coast Canal to lend new impetus to marine activities in South Florida waters. More than $4,000,000 will be expended on the widening of the canal to 500 feet and on its deepening to eight feet at mean low local water throughout the entire route. This work will make it possible for all but the very largest yachts to make the entire trip to West Palm Beach, Miami and the Keys on the inside route.

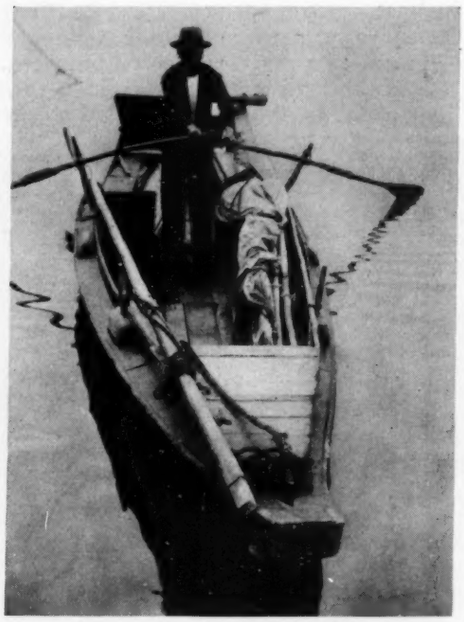
The Chinese Sampan

One of the Most Common and Useful Types Found in the Ports of the Far East

By William Maxwell Blake

OF the three thousand quaint craft which ply within the harbor limits of Singapore, the sampan is, perhaps, one of the most common types, and one of the most interesting. The plans shown are taken from a sampan in everyday use, the owner, "Moh Peng" (so named from his smallpox pitting), giving me delighted assistance, with the aid of his twin sons, aged four years. Moh Peng is an Hokien, hailing from the district of Kim Moon (Golden Door) in Amoy. My mysterious rites with chalk and tape line provided the trio with an unending theme for chatter and 20 cents split between the twins made us friends for life.

The cost of a sampan, completely fitted out, runs to eighty dollars (Straits) which is equivalent to about 50 dollars (American). The license, costing two and a half dollars, allows them to carry eight passengers, and the speed at which a good sampan man can shove his boat along fully loaded is an eye-opener to those accustomed to Western ideas.

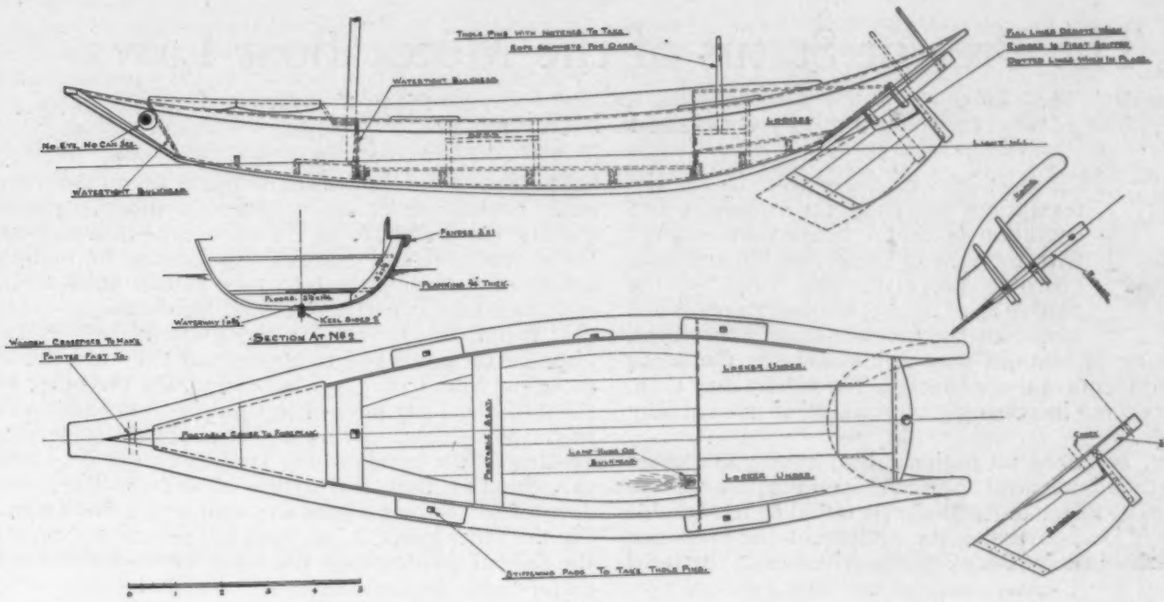


Moh Peng at the oars of his 20-foot sampan, with which he makes his living.

One of the dominant features of this boat is that the transom is never unduly immersed. As the weight is taken on board the sampan deepens forward, which on studying the lines, explains the elimination of drag aft. Should a sampan need towing behind a launch, it is done stern first, and whatever the speed she never yaws or fills. When turned up for cleaning and coating with Chinese varnish, the high stem and horns aft form ideal points on which to rest, making for easy access and spreading strains.

The rudder slips into position through slotted chocks on the transom and a line is used to keep the rudder at any desired draft. The rig is simplicity itself and most effective, except to windward when "John" downs sail, and digs in for all he is worth.

The timber throughout is a mod-

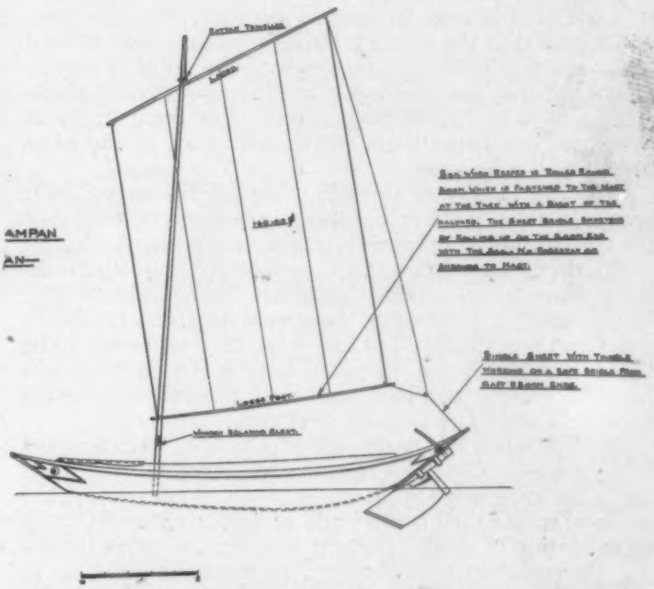


erately hard wood called seriah, brought in from the Dutch Islands and cut at the local sawmills. When seasoned, it lasts well, and most nearly approaches cedar. Iron fastenings are used. The edges of the planks are secured by nails driven in diagonally along the seams about every seven inches. The oars are in two pieces, secured by rattan grummets. The handles are made from a pole of bintangor wood which, being very supple and strong, gives the necessary spring to the oar, the blade part being of seriah. Perhaps this may be a tip to the makers of Varsity sculls.

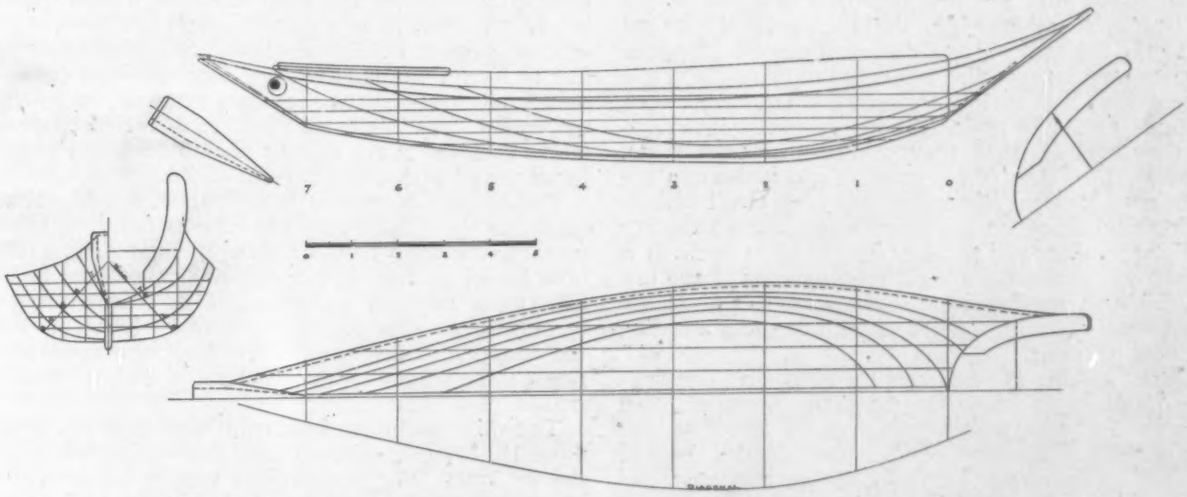
After dark the tin hand-lamp is hung on the bulkhead down inside the sampan. Its glow, striking upwards, makes the sampan visible at quite a distance. Many sampan men live on board. When anchored for the night they spread "kajangs" over the mast, which is laid fore and aft, supported on short poles stepped into the mast step and transom board. These kajangs are a form of screen made from the leaves of a palm, stripped of thorns and sewed together overlapping, by split rattan fibre. The kajangs project beyond the coamings and are kept in position by the oars laid fore and aft. Thus a perfectly water tight tent is secured. When dismantled the kajangs fold up and stow away aft.

Opened out a sampan kajang is 6′ 0″ long by 5′ 0″ wide.

(*Continued on page 90*)



Sail plan of 20-foot sampan and (above) construction plans.



Lines of sampan, showing narrow beam and flat floor, which adds to the carrying capacity.

The Present Status of the Motor Boat Laws

By CHARLES F. McKIVERGAN

LIKE most laws on our statute books, the regulations governing the ownership and operation of motor boats were enacted with the view of preserving life and safeguarding property. The value of the motive is, of course, unquestioned. When landsmen legislate for seamen, however, the resulting regulations may not exactly fit the needs and requirements of those affected. The results may then, in time, become increasingly unpleasant, if not actually unbearable.

No law, certainly no national law, ever was passed which met with universal approbation on the part of those whom the law affected. Assuredly, it would be remarkable if a series of laws governing the equipment and operation of hundreds of thousands of motor-driven craft scattered throughout the country, were passed and enforced that would satisfy in every way the entire group it controlled. It is not at all alarming, or even disconcerting, therefore, to discover that the motor boat laws, as they are enforced today, do not fulfill existing needs to the point of perfection. That they are, in the main, proving generally workable in no way lessens the urge to alter them if, by so doing, we can make them more useful and, at the same time, less burdensome.

Criticism of any of the provisions of the motor boat laws is justified if the critic sincerely believes that some of the regulations have been conceived and enacted without sympathetic knowledge of the problems involved. Nothing is more truthful than that times change. Motor boat laws enacted in 1910, when there were relatively few boats and those practically all of one type, may prove not to be the wisest legislation 20 years later when motor boats have increased manifold and now include numberless types unknown two decades previous.

Perhaps when the main motor boat laws were enacted there were in Congress not enough members who had adequate knowledge of maritime affairs to understand the needs of motor boat owners and to legislate wisely for the safeguarding of their lives and property, without imposing too stringent requirements. Perhaps the fault lay in the failure of motor boat sportsmen of that time in informing the legislators of the practical problems involved. It seems likely that the uncrystallized opinions of the motor boat owners themselves, the strangeness of nautical terms to the law-makers, and the small number of motor boats then used for pleasure, all served to bring about the passage of laws now no longer desirable. The motor boat regulations should be revised, however, not so much because they hurt (I think they chafe rather than hurt), but because it is a duty of any group of sportsmen to make their sport as pleasant as possible and to clothe it with as much individual freedom as is commensurable with safety for the participants and security for the sport itself. It is the little, yet noticeably rough, requirements of the law which primarily need revision — requirements which are just unnecessarily cumbersome enough to rouse a feeling of needless restraint.

With the passing of years and the successive increases in the numbers of motor-driven craft, however, boat owners are becoming acutely aware of the fact that laws set up in 1910 do not meet conditions existent in 1928 or 1930. The phenomenal increase, during the past two years, in the number of outboard motor boats has served admirably to demonstrate the inflexibility of the motor boat laws. The requirements made upon these small, easily portable craft are so severe in practice that they indicate the present to be the opportune time to consider the shortcomings of existing regulations, to promulgate substitute measures and to take proper steps to make such measures a matter of official legislation.

It is not always easy for those who make our laws to visualize the needs and to understand the requirements of those for whom they are legislating. On the other hand, the subjects of any piece of legislation often find it difficult to grasp the point of view and to share the state of mind existing in the minds of the law-makers. It is because of this situation that this article is written. The writer is devoted to the motor boat as a source of infinite pleasure. On the other hand, it has been his fortune to inspect for the federal government the equipment of thousands of motor boats. In the course of his duties he has had a singular opportunity to assemble the opinions of thousands of motor boat owners, to sense their predominant feelings toward the various motor boat laws and from all this to formulate what seems to be the general needs of the situation. What follows, therefore, is presented as the extracted point of view of thousands of motor boat owners and not as the ideas of any single individual. Its value is in direct proportion to the number of boat owners and operators subscribing to its declarations.

To criticize rationally one must have a clear picture of the thing he is attempting to examine. So it is well to state briefly the chief requirements of the laws governing the ownership and operation of motor boats. In doing so, we shall be concerned with three acts of Congress, viz., Act of June 7, 1918; Act of June 7, 1897; and the Act of June 10, 1910. The first has to do with the registration of motor boats, the second with their navigation, and that of 1910 prescribes the amount and sort of equipment to be carried.

The Act of Congress of June 7, 1918, entitled, "To require the numbering and recording of undocumented vessels," makes it obligatory for all undocumented motor boats, owned and operated in the United States, and found on the navigable waters thereof, to be registered in the customs house of the district wherein the owner or managing owner resides. At the time of registration a number is awarded the craft and this number must be firmly attached to or painted upon each bow in a prescribed manner. Public vessels and boats not exceeding 16 feet in length equipped with a detachable motor are the only undocumented motor boats not subject to this requirement. In addition, the act requires the report to the customs house of the sale or abandonment of any numbered vessel within ten days of such event.

The Act of Congress of June 7, 1897, provides that two copies of the Pilot Rules must be at hand on board all motor boats when they are being navigated. The rules, or blue books as they are commonly called, are furnished free, upon request, by collectors of customs and local inspectors of steam vessels. In them are found the rules of the road for vessels, and motor boat operators are supposed to be guided by these rules in the operation of their craft.

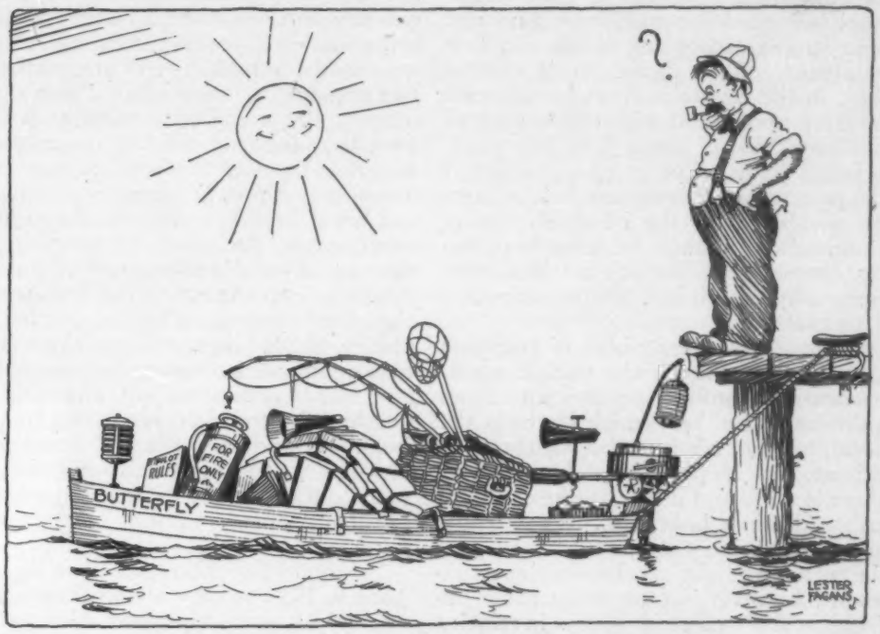
The third and most important act, however, is that of June 10, 1910, which regulates the equipment of motor-driven craft. The act divides motor boats into three classes, as determined by their length, and prescribes certain equipment for each class. Motor boats less than 26

feet in length make up Class 1; Class 2 consists of boats 26 feet long and less than 40 feet in length; the third class includes motor boats 40 feet long and not over 65 feet in length. The equipment requirements, in brief, are as follows:

Vessels in Class 1 must carry, when being navigated, a sound-producing device; approved means for extinguishing burning gasoline; a life-saving device for every person on board; and, between the hours of sunset and sunrise, a white light aft and a combination red and green light forward.

Boats in Class 2 are obliged to have on board, when being navigated, a whistle; a fog horn and a fog bell; a life-saving device for each person on board; approved means for extinguishing burning gasoline; and, between sunset and sunrise, a white light forward, a white light aft and red and green lights to port and starboard, respectively.

The craft in Class 3 are required to carry exactly the same sort and amount of equipment as motor boats in Class 2, the measurements of some of the items, however, being larger to meet the needs of the larger boats that have more room for equipment.



The equipment requirements leave no room for the owner.

The only other piece of legislation affecting owners and operators of motor boats is the obligation of procuring a license from the federal government, if one wishes to use his boat in the carrying of passengers for hire. The license is granted, upon formal application, by the local board of steamboat inspectors. No examination is required nor is there any fee payable for the license, which is renewable every five years. The license may be revoked or suspended by the local board of inspectors for gross negligence in operation, recklessness in navigation, intemperance, misconduct, or violation of law on the part of the holder of the license.

We shall consider each of these requirements in turn and discuss what seems to be the general feeling and thought of motor boat owners in regard to each.

The law requiring the registration and numbering of undocumented motor boats works admirably, with certain noted exceptions, brings no hardship upon motor boat owners, imposes no financial burden of any sort and serves to give every vessel a satisfactory identification mark. In case of accident, mishap or any other case of need, anyone can note the number of the boat in question and determine from the customs house records the name and address of the owner. The numbering idea is excellent and should be kept in operation.

One minor provision of this Act of June 7, 1918, however, should be made more specific. It is section three, which says that notice of destruction or abandonment of numbered motor boats, or change in their ownership, must be furnished within ten days by the owners to the collectors of customs of the districts where the boats are registered. This is plain enough in the case of destruction or abandonment, but is not at all clear in regard to the sale of a vessel. No specification is made as to whether it is the selling or the purchasing owner who is obliged to report the sale. Inasmuch as, if and when a penalty incurred by a motor boat is not paid upon demand, the vessel itself is liable to seizure to secure the payment of the fine, practice demands that the new owner be held liable for the amount of the penalty incurred. It does not seem proper or just, however, that a person making his initial purchase of a motor boat should be compelled to pay a fine for violation of a law he never knew existed. In this respect only does the registration act stand in need of revision. In all other ways it fills its intended purpose.

In so far as it affects motor boats, the Act of June 7, 1897, seems to accomplish no worth while achievement. It simply places upon the owners and operators of motor-driven craft the obligation of having on board, when the vessel is being navigated, two copies of the Pilot Rules. But that is as far as the obligation goes. Motor boat operators are not required to be familiar with the rules contained in the books, to study them or even to look at them. The books are required simply to be on board and ready to be shown to the inspecting official when he boards the vessel. Very likely it was the hope, if not the intent, of the men who made this requirement that motor boat operators, forced to procure copies of these Pilot Rules, would familiarize themselves with their contents. But men, like horses, though led to fountains of knowledge, may not care to drink thereof. The blame for this circumstance does not lie entirely with the operators of the motor boats. The books are written in technical style, with cumbersome detail, and apply to the operation of motor boats only in part. The average motor boat operator has not the time or the inclination to wade through the 30-odd pages of the books, filled as they are with regulations for sail boats, steam vessels, tugs, and motor boats, in order to cull the rules covering the more common situations which arise in the operation of motor boats.

The general feeling is that motor boats should no longer be required to carry these two copies of the Pilot Rules. To provide an easily understood and handy guide for the proper navigation of motor boats, the authorities should publish and distribute a small pamphlet devoted entirely to the rules of the road as they affect the operators of motor boats. In simple language it could explain the common navigation problems which confront the average operator. The proper course for the operator to take in

each of these unusual positions should be stated with, perhaps, a series of diagrams to illustrate. The compactness and simplicity of such a booklet would guarantee its being read and becoming a real help to its possessors. As water traffic increases, the need for such a guide becomes increasingly apparent.

The Act of June 9, 1910, dealing entirely with the equipment of motor boats, is an important piece of legislation in its effect upon these craft. The act defined the term "motor boat" in such a manner that, with the advent of the outboard motor, the enforcement authorities had no alternative than to hold all craft propelled by an outboard motor as bound to meet the requirements of the act. By "motor boat" the act declared itself as including "every vessel propelled by machinery and not more than 65 feet in length except tug boats and tow boats propelled by steam." As a direct result of this definition the act has, in the course of time, brought inconvenience and hardship upon hundreds of thousands of owners of small outboard motor boats. The outboard, while it came into being some 15 years ago, has found itself only within the past two or three years. Where once the outboards were numbered by the hundreds, today they exist in thousands. Indeed, their increase has been so phenomenal that boats propelled by an outboard motor now outnumber, in the United States, all other types of motor-driven craft.

In a comparatively short time the number of outboard motor boats in actual use may reach the million mark. That means approximately a million owners who must suffer from the mal-effects of a law which controls the equipping of their craft and yet is a law which was passed before that type of boat, with its peculiar problems, came into existence. If there is sense and justice in the claims of these owners of outboard motor boats that this Act puts too stringent requirements upon them, now is the time to examine their claims and to right any intolerable situation. For the moment, however, let us make some observations upon the general workings of this act in relation to boats with permanent motors. The effects of the act upon the outboards are distinctly different and will be discussed separately. What we have to say for the present has to do with the act as it controls boats propelled with permanent motors.

Section three of the act requires motor boats less than 26 feet in length to carry, when navigating between the hours of sunset and sunrise, a combination red-and-green light forward and a white light aft. Boats of Classes 2 and 3, that is of 26 feet in length and not more than 65 feet long, are required to carry a white light forward, a white light aft, a red light to port and a green light to starboard. In so far as these requirements regulate boats with permanent motors, they are generally believed to be fair, to serve their purpose in a desirable manner and should continue to be enforced.

Section four requires that motor boats in Class 1 be provided with a sound-producing device (either a whistle or a horn) capable of producing a blast of two seconds or more in duration. Craft of such length as to be in Classes 2 or 3 are compelled to be provided with three sound-producing devices — a whistle, meeting the above requirement, a fog horn and a fog bell. As in the case of section three, this fourth section of the act makes only such demands as are indispensable if one is to attain a rational degree of safety in the vessel's operation. The sound-producing requirements, then, should stand as they now are in their relation to boats with permanent motors.

Section five of the act decrees that there be carried on all motor boats, when being navigated, a suitable life-saving device for each person on board the vessel. The device must be of the regulation life-preserver type, approved by the board of supervising officers, when provided for use by passengers carried for hire. On boats not carrying passengers for hire a variety of types of life-saving devices is expressly set forth. The requirements in this respect are quite flexible and yet rigid enough to insure adequate life-saving means for passengers forced to take to the water. The provisions of this section of the act should remain unchanged since they meet with universal approval.

Section six of this Act of June 9, 1910, imposes the obligation of carrying approved means for extinguishing burning gasoline. By "approved means" the law designates one of the score or more types of extinguishers listed in the Regulations for Motor Boats. The extinguishers on the list are all either of the foamite or carbon tetrachloride types and have demonstrated their effectiveness to the satisfaction of the testing officials. To make the securing of an approved fire extinguisher a simple matter, the name and address of the manufacturer of each type is listed and the capacity of each extinguisher stated. The act, however, makes no mention of what constitutes a proper amount of extinguisher to be carried and gives, in that respect, a chance for great variation in enforcement decisions. It is true, obviously, that the amount of extinguisher needed in any particular case depends upon the size of the fire. And it is just as obvious that foretelling the size of a fire is quite beyond human ability. But we do know that there is a minimum amount of extinguisher necessary if a reasonable measure of safety is to be obtained, and just what this amount is should be definitely stated. At present, too much is left to individual judgment and too little laid down by legislation. As the law now stands, uniformity in enforcement is at no point more difficult than in this determination of what constitutes a proper amount of approved means for extinguishing burning gasoline.

So much for the regulations set down by the Act of June 9, 1910 as they are working out in practice in their control of boats equipped with permanent motors. We meet with an entirely different problem, however, when we study the effect of the act upon craft propelled by outboard motors. Only the man who owns or operates an outboard realizes the difficulty of finding on such small boats room for the storage of a fire extinguisher, two copies of the Pilot Rules, a sound-making device and a life-saving device for each person on board. After the equipment is stored away, very little space is left for the passengers themselves. And of what value is a boat without room for passengers? In addition, there is the problem of carrying the equipment to and from the craft every time it is used. The stuff cannot be left on board with any degree of safety. This constant exposure to theft and to the elements makes it imperative for the owner to unload the outboard craft of its equipment after each trip. And to the man who dwells some distance from the place where his craft is stored the labor involved in the removal of the equipment brings no little amount of displeasure and impatience.

The requiring of these small craft, operated by outboard motor, to be fitted out with the same sort and amount of equipment as demanded of larger vessels propelled by a permanent motor is, certainly, detrimental to their usefulness in fishing, duck-hunting, carrying supplies or ferrying — activities which generally take place in shallow water. There is much to recommend the suggestion that boats propelled by outboard motor be classified in a special group and be governed by special regulations. Specific suggestions in this matter are made further on in this article.

With the rapid increase shown in motor boat numbers in all sections of the country, there has been an increasing

demand for federal licenses to carry passengers for hire. Hitherto these licenses have been awarded upon formal application without any detailed examination to determine the fitness of the applicant and his ability to handle his craft with safety. Increasing water traffic makes it appear a wise and advisable procedure to make inquiry into the applicant's experience and trustworthiness more thorough, and to include some sort of test of a practical nature. The people who entrust themselves to the care of an individual whose sole recommendation is an official license have a right to expect that this badge be bestowed only upon those of proved qualifications.

Another point, which should have been mentioned earlier in connection with the registration of numbered motor boats, is that under existing regulations the owner of an undocumented motor boat is required to register his craft in the customs house of the district in which he resides. The data recorded at the time of registration remains unchanged as the official record until the vessel is again brought to the attention of the authorities by reason of its sale, destruction or abandonment. In many cases as many as five or ten years have passed without any official report being made of a change in the vessel's status. Meanwhile, an inquiry from an interested party often discloses the fact that the vessel had been abandoned years ago, or that the owner had long since died, leaving an heir of unknown address, or, perhaps that the owner has changed his residence and left no trace of his whereabouts. Since it is often vital, in case of accident, theft or drifting craft, to communicate at once with the owner, it would seem expedient to place upon the owners the duty of seeing that the records are kept up to date. To this end it would appear wise to require by law the annual verification (by the owner) of the ownership of every motor boat, so that the name, address and other recorded information be available in correct form. At present the task of trying to keep the records straight is borne entirely by the customs house officials, and unjustly so.

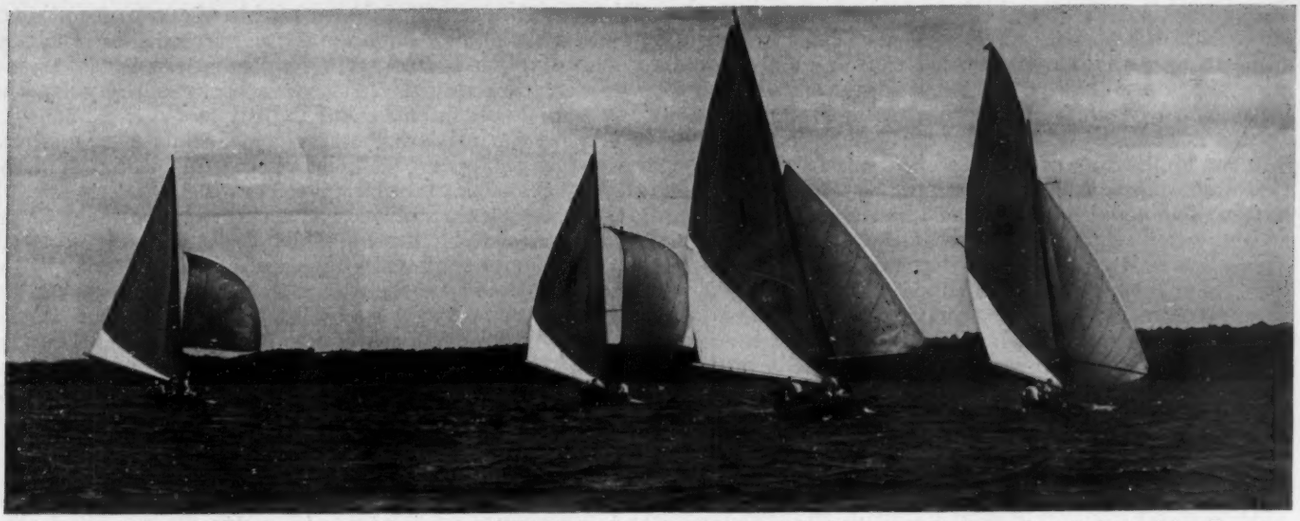
When an inspecting officer comes upon a motor boat which is equipped or is being operated in violation of the law, he makes official report, regardless of any and all circumstances peculiar to the case, to the collector of customs for the district in which the violation is detected. The collector then sends official notice to the owner of the craft involved to the effect that his boat has become liable to the penalty set by law for that particular violation. The fines imposable for the various offenses range from $10 to $250 for each infraction. The maximum penalties for the commonest offenses are as follows:

Failure to carry assigned number on the bows	$10
Failure to report change in ownership	10
Carrying passengers for hire without a license to do so	10
Failure to carry proper sound-producing devices	100
Failure to carry approved fire extinguisher	100
Failure to carry sufficient life-saving devices	100
Failure to carry two copies of the Pilot Rules	250

As a result, it is not at all uncommon for the owner of a small boat, propelled by outboard motor, perhaps, to receive notice that his craft has become liable to penalties aggregating two, three or even five hundred dollars. If the violator but recently made his entry into the ranks of motor boating and has not as yet heard the details of similar experiences from fellow sportsmen, he at once becomes panic-stricken and goes through a period of acute mental torture. He may seek influential persons in

(*Continued on page 98*)

The mosquito fleet has a field day.



Before the wind on the first leg of one of the races on White Bear Lake for the Royal St. Lawrence Challenge Cup. Left to right, *Canvasback, Mount Royal, Kawa, Red Patch.*

White Bear Wins Royal St. Lawrence Challenge Cup

Minnesota Sailors Defeat Canadians in Inland Lakes Scows

By "BEAVER"

THE White Bear Yacht Club's team of Class B scows, *Kawa* and *Canvasback*, was successful in defeating *Mount Royal* and *Red Patch*, of the Royal St. Lawrence Y. C., of Montreal, in a three-race series sailed on White Bear Lake last August. This series was the third between the same two clubs for the Royal St. Lawrence Challenge Cup, all of which have been won by the White Bear sailors.

Good breezes prevailed during the series, and the win of the American team was decisive and well earned. *Kawa* led the fleet home, with *Mount Royal* second, in the first two races, while in the third *Canvasback* was the winner, with *Mount Royal* and *Kawa* in a dead heat for second place.

The Royal St. Lawrence sent two new boats to White Bear, *Mount Royal* being an out-and-out scow, while the design of *Red Patch* shows a pointed nose with a hull a bit out of the ordinary. The former carries a jib-headed mainsail with a straight, raking spar, and the latter has a very high, narrow mainsail with a curved gaff. This rig did not work out as well as was expected, the gaff falling off to leeward in such a way that *Red Patch* was unable to hold the other boats to windward. This was, naturally, a big disappointment to the Canadians since *Red Patch* had won the trial races sailed on Lake St. Louis in July.

The White Bear boats, *Kawa* and *Canvasback*, were built in 1922 and have won several international events during their careers. This year both were rerigged with curved Marconi masts about 36 feet long, which were held in place by three shrouds to a side, there being no spreaders and the main or lower shrouds taking no strain until the mast bent somewhat. This rig has been used with success on the Class A boats of the Inland Lakes, and it added considerably to the speed of the White Bear scows.

***Mount Royal*, the new Class B scow which carried the hopes of the St. Lawrence sailors. She was designed by W. Taylor Bailey.**

The competing boats, their skippers and crews were as follows:

White Bear Y. C. — *Kawa*, J. G. Ordway, skipper; T. Townsend, S. Lemon and J. Hannaford; *Canvasback*, Milton Griggs, skipper; R. Ordway, W. Patterson and T. Irvine.

Royal St. Lawrence Y. C. — *Mount Royal*, G. S. Hamilton, skipper; J. C. Hunter, C. Petch and G. S. Parke; *Red Patch*, Commodore G. V. Whitehead, skipper; R. D. Holland, D. Hanna and W. E. Baxter.

For the first race the course was to leeward and return, the wind 12 to 15 knots in velocity. *Mount Royal* got away at the start and had a nice lead nearing the end of the first round, only to lose it trying to find the buoy, which had dragged. The judges then called the race off, moored the buoy securely and restarted the boats. This time *Kawa* got clear, and was never headed, but *Mount Royal* and *Canvasback* had a real battle for second place, as the times show: *Kawa*, 1–10–32; *Mount Royal*, 1–11–51; *Canvasback*, 1–11–56; *Red Patch*, 1–16–15.

The second race was over an L-shaped course 12 miles in length. The wind was variable, of from 6 to 10 knots strength. *Kawa* again took the lead while *Mount Royal* and *Canvasback* fought it out for second, with *Red Patch* bringing up the rear. This was the order at the finish and the times were: *Kawa*, 1–03–12; *Mount Royal*, 1–06–32; *Canvasback*, 1–06–37; *Red Patch*, 1–11–16.

The last race was the best of the three. It was blowing fresh, velocity 17 to 20 knots, the course an odd-shaped one, 12 miles long. The fresh breeze suited *Canvasback* and she soon passed *Mount Royal* after the latter had taken an early lead, and was never headed thereafter. *Mount Royal* and *Kawa* now staged a thrilling duel, first one boat and then the other being ahead. To windward the Canadian boat ap-

(*Continued on page 92*)

The Scharenkreuzers

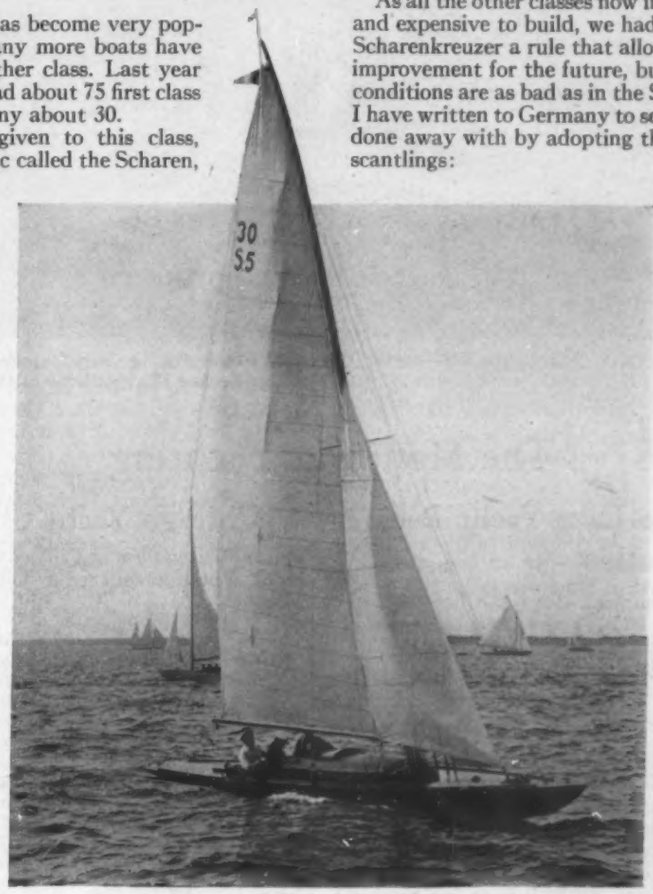
Something About the Sail Area Rule Classes Popular Abroad

THE 30 Square-Metre boats, or Scharenkreuzers, as this class is called, are simply one of the several sizes of yachts built under the Swedish sail area rule which has become very popular in Norway, Sweden, Denmark, Germany and other smaller countries around the Baltic. Some of the other square-metre classes rated the same way are 22, 30, 40, 55, 75, and other sizes up to 250 square metres.

The 30 Square-Metre Class has become very popular the last few years, and many more boats have been built to it than to any other class. Last year Norway and Sweden together had about 75 first class yachts in this class, and Germany about 30.

The name Scharenkreuzer, given to this class, comes from a region in the Baltic called the Scharen, where there are thousands of little, rocky islands. These boats are used for cruising there, so the name might be translated as Rocky Island Cruisers.

When Herr Stinnes left for Germany I bought the *Gluckauf*, the "30" he brought to Marblehead for demonstration, as I wanted personally to have first-hand experience with a sail area boat and try her under varying conditions, and cruise in her. This I have done. We have slept two very comfortably in her, with plenty of room in the long ends for storage space. The deck house amidships is required to be about six feet long and has headroom, when sitting on the bunks. She is extremely easy to handle, with only about 330 square feet of sail, and very much livelier and more fun to sail than the "R" or Six-Metre boats, as the displacement for the length is about half as much as in these other two classes.



A Swedish 30 Square-Metre "cruiser" built under the rule.

The *Gluckauf* is very dry, and an extremely good sea boat. On Columbus Day we were caught off Marblehead in a very strong, northerly squall of wind, about force 8. We took in the jib and with the roller reef rolled down about one-half the area of the mainsail; we then tacked home dead to windward in very difficult going. The way the little ship went to windward and tacked was a revelation to me compared with what a heavy "R" or Six-Metre would do under the same conditions.

As I see it, this rule is the best yet for the amount of fun per dollar and for scientific rating. Like all other present rules, in its entire form it is quite complicated but, roughly speaking, the rating is gotten from the sail area alone. All other proportions, such as beam, freeboard, etc., must come within certain very liberal limits, some of which are derived from other dimensions of the hull (*i.e.* a longer boat must be wider). There are maximum and minimum displacement limits with a good range between.

There are very effective measurements to prevent flat ends and, as far as the shape of the hull is concerned, a very desirable and pretty type of racer is developed. The mast height is limited. The diameter and thickness of walls is given, but masts of greater height can be used if the diameter is increased a certain amount per foot of excess height so that it hardly pays to exceed this limit.

All the measurements for rating and developing a useful hull are very good, but I do not like the complicated scantling rules for these reasons:

1. These rules are extremely complicated, long, and go into needless detail.
2. They require an inspector, whereas a simple, scientific rule could take care of all construction through the measurer.
3. As some needless members are called for, etc., the cost of construction is too great.

As all the other classes now in vogue are so hopelessly restricted and expensive to build, we had hoped that we might have in the Scharenkreuzer a rule that allowed some variation and chance of improvement for the future, but in the case of the scantlings the conditions are as bad as in the Six-Metre Class. With this in view, I have written to Germany to see if all this complication cannot be done away with by adopting the following simple rule to replace scantlings:

SUGGESTED RULE TO REPLACE THE SCANTLING RULES FOR RACING YACHTS OF UNDER 20,000 LBS. DISPLACEMENT

(Larger yachts could use the same rule with a different allowance for ballast)

1. A yacht shall not be allowed more than 60% of her displacement in ballast.

2. No wood shall be used in the construction of a yacht that weighs more than 50 pounds per cubic foot, or less than 25 pounds. (Weights as given for varieties in the tables of the U. S. Forestry Service.)

3. The planking shall be the same thickness and same material all over.

4. The weight of deck per square foot shall be at least 75% of the weight of the planking per square foot.

5. The frames at their heads shall have a sectional area at least 75% of that at their heels, with straight taper between.

6. If the total weight of metal parts below the water line exceeds 10% of the displacement, such excess shall be subtracted from the percentage allowed for ballast. (This is an approximate rule and allows weight enough for structural metal parts if they are not purposely made heavy to secure stability.)

L. FRANCIS HERRESHOFF.

Twenty-two Square-Metre Class To Race Here Next Season

FOLLOWING the announcement of racing here next season in the 30 Square-Metre Class, comes word of another invasion by the Swedish 22 Square-Metre Class. Captain Charles Cahier, Sr., a Swedish yachtsman at present in New York, is bringing over his 22 Square-Metre Skargardscruiser in order to race her in New York waters next summer, and hopes that other American yachtsmen may also go in for this little class. These boats are built to a sail area rule, with certain limitations on the hull as described in the previous article. They are of light displacement, with moderate sail area (in the case of the "Twenties" about 220 sq. ft.), are lively and quick, and make ideal racing boats. Such boats could be built here for much less than those built under the Universal or International Rules.

Anyone interested in this little class can obtain more information as to the rule, and can see plans of some of these boats by writing to Charles Cahier, Sr., 22 West 49th St., New York City.

The Century Cyclone *Orange Blossom* at the Wilmington Outboard Championship Regatta, where she won the Free-for-All and Class D Amateur events with an Elto Quad, and made the best time at the meet.

The Month in Yachting

Annual Meeting of the Lake Yacht Racing Association

THE possibility of the establishment of a small fleet of Ten-metre sloops on Lake Ontario in 1929, and the substitution of that class for Class P in future competition for the Fisher Cup, was discussed at the annual meeting of the Lake Yacht Racing Association, held in Toronto, October 20th. The suggestion was made by Commodore George H. Gooderham, of the Royal Canadian Yacht Club, who has been interested in the development of the International Rule classes on Lake Ontario. He intimated that his club would challenge for the cup if the Rochester men would consent to defend in that class. If the Rochester Yacht Club accedes to the suggestion, the Royal Canadian Yacht Club is ready to build two Ten-metre sloops.

The Fisher Cup, oldest of sailing yacht trophies on the Lake, was not put up in contest this year. While it is an international mug, only the Royal Canadian and Rochester Yacht Clubs have competed for it for some time. It was won last at Toronto in 1927 by Lorenzo Mabbett's *Alloede*, of Rochester, against the Hill Brothers' *Cara Mia*, of the R. C. Y. C.

The Association's meeting was quite the most promising that has been held for some time. It was exceptionally well attended and all of the old officers were unanimously reelected, including President World, who represents the Queen City Yacht Club, of Toronto; Honorary President William P. Barrows, of the Rochester Yacht Club; Vice-president E. Austin Barnes, of the Crescent Yacht Club; and Secretary Blake Van Winckle, of the Queen City Yacht Club.

It was brought out at the meeting that the interest in yachting which has been steadily growing during the past few years on Lake Ontario received an unusual impetus this year, due in a measure, perhaps, to the fact that besides the George Cup series for the international Class R championship of the Lake, and the L. Y. R. A. regatta, the Class R championship of the Great Lakes was decided on Lake Ontario this year.

At this meeting a change in the time of holding the L. Y R. A. regatta in 1929 was decided. It will be at Toronto with the R. C. Y. C. as host, and the dates will be Tuesday, Wednesday and Thursday, August 27th, 28th and 29th. At that time the Canadian National Exposition will start at Toronto. Each year it has been customary to have a regatta in connection with it, but next year it will take on a much broader scope, as it is expected that several more clubs will participate.

Chicago Yacht Club Championships

THE Chicago Yacht Club championships for the season of 1928 have been announced as follows:

		Total Percentage
R Class	*Nancy*	72.2
	Calypso	68.3
	Mitzi	61.1
	Fantome	60.6
Eagle Class	*Falcon*	85.4
	Orn	77.0
	Altair	45.4
	Vista	30.0
One-Design	*Riri*	97.2
	Minnow	84.8
	Spray	51.5
	Arab	42.9

Marblehead Beats Huntington Suicide Class

A SERIES of three races was sailed off Marblehead the last week of September between three Massachusetts boats and three of the Huntington experimental class of 125 square feet sail

Something new in outboards. A skiboard, with a Lockwood Chief motor, seen at the Wilmington races.

area, commonly known as the Suicide Class, and developed during the past summer. This type is constructed under certain hull restrictions, with a sail area limited to 125 square feet. To meet the Huntington Bay yachts, three boats of this class were built at Marblehead from designs by L. Francis Herreshoff, one a cat for Commodore Charles A. Welch, one a sloop for Lawrence F. Percival, and the third a yawl for L. F. Herreshoff.

The Herreshoff yawl won two firsts and a second, and the Welch cat a first and two seconds, while the Percival sloop scored two thirds and a fourth. The visitors, Charles Young, Russell Sammis and C. A. Gould, trailed in all three contests.

Edmund Fish

IN the death of Edmund Fish, on October 20th, yachting lost another of its older skippers, who, up to a decade ago when he virtually retired from active participation in the sport, was looked upon as one of the cleverest helmsmen on Long Island Sound and the Lower Bay. Long a member of the Larchmont Yacht Club, and of the old Atlantic Yacht Club, he was a familiar figure at all of the important regattas in New York waters. He was about 63 years of age at the time of his death, which was due to a heart attack.

"Eddie" Fish, as he was known to his many friends, had had a long and varied experience in many types and sizes of racing yachts. His father, Latham A. Fish, owned several fast schooners, among them the famous *Grayling*, and Edmund got most of his early experience on that yacht under the able tutelage of Captain Norman Terry, a well known professional of that day. This was in the Eighties of the last century, when J. Rogers Maxwell, father of Harry Maxwell, was racing on the Lower Bay with Terry as one of his chief opponents. Later, Edmund Fish sailed yachts of his own, starting in with small boats, his first one being the cat *Julia*. Later he was racing the sloops *Gleam*, *Arab*, and in 1894 the fin-keeler *Dilemma*, a very fast boat in which it is claimed that he never lost a race. In 1907 he bought and raced for several years the old Burgess 40-footer *Chiquita*, and from 1913 to 1917 he owned and sailed the New York "Thirty" *Oriole*, now owned by S. C. Pirie. He sold her in 1917, and she was the last yacht he owned.

His experience in larger yachts was also varied. He sailed on the *Vigilant* with the late Ned Willard and Charlie Barr in the trial races against the cup yacht *Defender* in 1895, and on the schooner *Quissetta*, with Norman Terry against the *Amorita*, then handled by Bill Dennis. From 1897 to 1904 he was with Fred M. Hoyt on the latter's yachts *Syce* and *Isolde*, and he was on the *Atlantic* with Wilson Marshall in many of her races, although he was not aboard her in the great Transatlantic Race of 1905. More lately he sailed the New York "Fifty" *Samuri* for William Earle Dodge, and in the hard beat from New London to Newport on the cruise of 1916 his boat was the only "Fifty" to finish that day, when it blew half a gale. There were few better than Eddie Fish when it blew. He sailed the "Forty" *Jessica* for Wilson Marshall, and was with Harold Wesson on the *Shawara* in that class until 1918, when he retired from racing.

Few yachtsmen of today can show a longer or more varied experience. Those who knew "Eddie" Fish or who have sailed with him will learn with regret that he has sailed his last race.

The Eight-Metre *Babe* racing on the Zuider Zee, where she was the representative of the United States in her class. Owen Churchill, of Los Angeles, is her owner.

***Nancy*, winner of the season's championship in the R Class, Chicago Yacht Club, and of the Case Cup. She is owned by Samuel Dauchy.**

Long Island Sound Championship Winners

THE following tables show the standing of the yachts in the Long Island Sound Yacht Racing Association Championships. Only those yachts that qualified are given.

Twelve-Metre Class	
Tycoon	.743
Iris	.728
Anitra	.666
Isolde	.593
Ten-Metre Class	
Dragon	.749
Narcissus	.675
Revenge	.645
Valencia	.604
Nautilus	.601
Shawara	.551
Blazing Star	.523
Esquila	.506
Synthetic	.451
Branta	.376
Raeburn	.292
Falcon	.261
Larchmont O Class	
Mirage	.948
Celeritas	.645
N. Y. Y. C. 40-Foot Class	
Mistral	.740
Rowdy	.571
Typhoon	.517
N. Y. Y. C. 30-Foot Class	
Mermaid	.857
Oriole	.706
Alera	.849
Atair	.706
Interlude	.582
Banzai	.464
Seawanhaka Schooner Class	
Nadji	.926
Seven Seas	.905
Ventura	.661
Nokomis	.518
Flying Fish	.469
Margaret Mary	.417
Mariann	.342
Eight-Metre Class	
Taurus	.728
Aleda	.696
Hoke	.696
Margaret F. IV	.688

Where sailors were brought to grace. The pulpit of the old Mariner's Church, San Francisco. It was a copy of the stern of the famous clipper ship *Young America*, made by the well-known shipbuilder, Mathew Turner.

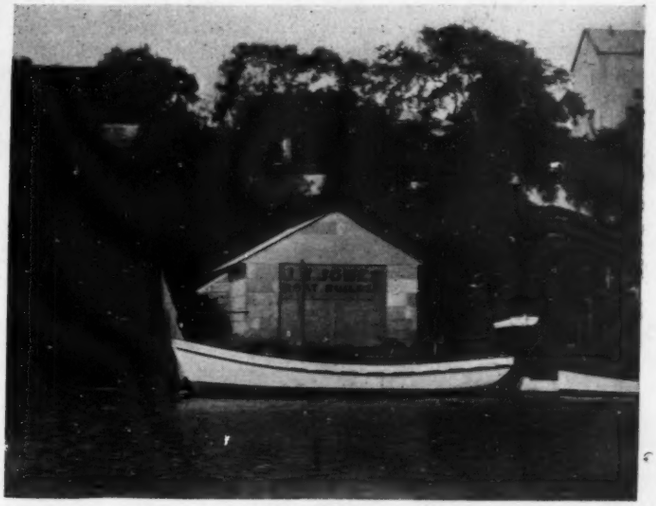
Ace II	.659	*Wee Betty*	.773
Nymph	.606	*Blue Streak*	.745
Silhouette II	.367	*Bandit*	.728
Gitana	.422	*Ahab*	.762
Alala	.320	*Jane*	.665
Six-Metre Class		*Ermar*	.693
Priscilla II	.918	*Shorty II*	.647
Paumonok	.786	*Bozo*	.640
Lea	.781	*Sayonara*	.637
Natka	.705	*Bobbill*	.593
Roulette II	.683	*Chinook*	.600
Bally-Hoo	.665	*Merrywing*	.556
Noreg	.591	*Poppy*	.543
Victory Class		*R Class*	
Black Jack	.955	*Bob Cat*	.795
Gopher	.700	*Alert IV*	.750
Blue Jacket	.706	*Doress*	.618
Carry On	.685	*Handicap Class — 1st Division*	
Reveille	.608	*Young Miss*	.842
Vindictive	.523	*Spindrift*	.745
Flapper	.447	*Rissa*	.720
Nike	.496	*Handicap Class — 2nd Division*	
Zora II	.490	*May Queen*	.890
Avanti	.365	*Fifi*	.743
Inter-Club Class		*Sally IX*	.685
Aileen	.801	*Acadian*	.688
Ethel II	.626	*Handicap Class — 4th Division*	
Arethusa	.640	*Runaway Girl*	.940
Natoma	.545	*Star Class*	
Amoret	.462	*Catherine*	.840
Kim	.431	*Joy*	.835
		Orion	.758
Handicap Class—3rd Division		*Little Bear*	.781
		Little Dipper	.663
Walrus	.863	*Nereid*	.558
Cricket	.807	*Marianna*	.512
Chinook	.725	*IO*	.330

***Bumble Bee*, a Herbst hull and Lockwood motor which won all the Class A and B events at Wilmington last month.**

New London — Gibson Island Race Assured

The conflict in ocean racing dates between the Gibson Island Club and the Philadelphia Corinthians has been satisfactorily adjusted by the Corinthians gracefully withdrawing entirely for 1929, and biding their time until a more propitious moment arrives. So the long distance enthusiasts can even now begin to figure on the jaunt from New London to Gibson Island, and dream of the splendid reception which they're sure to get at the hands of the Gibson Islanders.

The start of the race will be from New London, June 22nd.



A modern reproduction of Captain Slocum's famous *Spray*, built recently in Melbourne, Australia, by A. H. Shaw.

Spray II, a Reproduction of a Famous Ship

VICTOR SLOCUM, son of Captain Joshua Slocum, who recently made a voyage to Melbourne, Australia, as an officer of the motor ship *Tampa*, sends us the following letter with regard to a replica of the famous *Spray* which he found there:

Melbourne, Australia.

Editor, YACHTING

"I discovered that a replica of the *Spray* has been built here on the Maribyrnong River, two exceptions being that the new boat is full-powered and has a ketch rig when her spars are stepped. When I photographed her she had been unrigged to pass under a bridge. Old-timers who knew the original call this the ghost of the *Spray*, but her owner, Mr. A. H. Shaw, calls her *Spray II*. Both owner and builder worked 20 years on the plans, taken directly from the lines printed in *Sailing Alone Around the World*. They have the boat exactly and have done a fine job. Mr. Shaw made a model and tested it in a tank for eddies, with some interesting results.

"In construction, the keel and stem is jarra, frame blackwood, steam bent, and plank of huon pine, fastened with copper. She turns in her own length under power, and has a sea speed of eight knots under 30 h.p., her long flat floor making her a good motor boat. Mr. Jones says she handles better under both sail and power than any boat he has yet built, but she was the hardest job he ever tackled.

VICTOR SLOCUM."

A Ten-Day Anchor Light

It Burns Without Refilling For Over a Week

TO one who can be aboard his craft at infrequent intervals, perhaps week-ends at the most, there is a problem that must at times cause anxiety during the night watches. This is the matter of the anchor light, the only sign of life in the blackness, and the only insurance against collision. To those who habitually moor in a fairway, what follows may prove of interest. Many who moor other than in a fairway seem to depend on the element of chance, or at least ignore the precaution of carrying a light at all times. Personally, I like to feel that in my absence the *Grace* is constantly protected, and for that reason, when I am not aboard, her anchor light burns day and night, and will continue to do so for a period of ten days without attention.

It is felt that the inexpensive and practical assembly about to be described may fill a long felt want on the part of many as, from observations made, those who desire long service from a light have in use unwieldy lanterns with tremendous fonts.

One of the first difficulties encountered in attempting to get a constant flame over a period of several days and depending on the ordinary lanterns, is the matter of "gumming" at the wick. This causes both smoking and dimming of the light, and soon extinguishes the flame. It is due to heavy impurities in the fuel, and no kerosene used by me has been found free from this danger. The use of oils other than kerosene led to the trial of so-called signal oil, and other lard oil combinations. They tend to become rancid and then the same results follow. In addition they require a special burner, and fuel consumption is none too economical. In no case was the ten-day period attained till the present system was developed.

In casting about for information on fuel burning lights for long periods of duty, it was natural to turn to the railroads for help. The officials of the San Diego and Arizona Railroad were appealed to, and my attention was directed by them to the so-called switch light, used in remote places to protect certain switch points visited only at periods of several days by the track walker, the permanence of whose signal is the sole protection to traffic. The special type of burner, chimney, wick, and the oil used in this equipment, have been the subjects of intensive study by the larger railroads, and the present lamp is found to be practically foolproof *if proper attention is given to cleanliness.*

The burner is made by the Adams & Westlake Co., of Chicago, for special use as a switch lamp, and is so called. It takes a solid wick of cylindrical shape, made up of an outer sheath of felt with a central core of cotton. A tiny chimney fits closely about the wick and absolutely stops flickering. The oil used is a specially refined and almost odorless product called Switch Light Oil, manufactured by the Standard Oil Co. It will not gum the wick even after burning without attention for a week; consequently, the light retains a constant brilliancy.

The beauty of the burner is that it calls for so small a wick, that the oil consumption is reduced to only a fraction of what is ordinarily called for to attain the same brilliancy of light with the flat wicks. A peculiar flange arrangement at the top of the burner flattens the flame and insures maximum oxidation of the fuel. The assembly of burner and chimney fits nicely in the conventional yacht anchor lantern, the only change required being that relative to the font, which needs deepening. I have removed the bottom of the font and added two and one half inches to the depth. This holds more than sufficient oil to burn ten days without attention.

As to obtaining the necessary parts, it is believed the Adams & Westlake Co. will supply them direct, but if other transportation companies are as kindly disposed as the San Diego and Arizona Railroad, yachtsmen will surely find their base of supplies near their home ports. The oil may be obtained from the Standard Oil Co. in five-gallon sealed cans. These cans were specially designed at the request of railroads, to preclude the possibility of accidental contamination.

In this connection it is the experience of the railroads that if these switch lights fail, it is always due to the fact that *someone has neglected cleanliness.* If other oils are permitted to contaminate the font, gumming will occur. *Cleanliness will insure constant success.*

In conclusion, to those interested in obtaining a sure, long-burning anchor light, it is believed the best results are to be obtained with the adaptation to the conventional little fresnel yacht anchor lantern of the following special equipment:

1 Switch lamp burner
1 Switch lamp wick
1 Switch lamp chimney
Appropriate enlargement of the font and filling with Switch Lamp Oil.

ALFRED E. BANKS, M. D.

Guinevere Deserves Credit for Performance in Atlantic Race

IN the account of the recent Transatlantic race to Spain we feel that the fine performance of Edgar Palmer's *Guinevere* was not given the credit it deserves. By many yachtsmen she was not considered as having a chance in the race unless the winds were heavy, which decidedly they were not. Yet in spite of this she finished close on the heels of the *Atlantic*, picked by many to win the long race, and the holder of the Transatlantic record made in the race of 1905, and was beaten by her by the small margin of three and one-half hours. The following letter from one of our readers brings out this fact, and we are glad to publish it in the interest of justice to a yacht that was well sailed in the event from start to finish:

Editor YACHTING:

On July 7, 1928, five schooners crossed the line at Ambrose Channel Lightship for the start of the Transatlantic race to Santander, Spain, sponsored by King Alfonso. These boats were, in the order of their crossing the line:

Elena,	136′ 6″	length over all, 206 gross tonnage
Atlantic,	195′	length over all, 303 gross tonnage
Zodiac,	126′	length over all
Azara,	113′	length over all
Guinevere,	195′	length over all, 503 gross tonnage

From the tonnage of these yachts, it will be seen that the *Guinevere*, of the same length as *Atlantic* but of two-thirds greater tonnage, was racing entirely out of her class, in view of the light winds which usually prevail during the month of July. Considerable has been published concerning the first three of these yachts, but the fourth, the *Guinevere*, has been practically ignored.

The first three boats, in order of their finish, were the *Elena*, *Atlantic*, and *Guinevere*. The *Elena* and *Atlantic* were designed and built primarily for racing, whereas the *Guinevere* was designed and built primarily for comfortable cruising. The *Elena* and *Atlantic* were sailing without the drag of a propeller, while the *Guinevere* carried a 98-inch, three-bladed propeller throughout the entire race. This fact alone has considerable bearing on the outcome, as the motors were sealed against use, and, therefore, the propeller was a decided handicap. Also, both the *Elena* and *Atlantic* carried nearly as many men to handle sails in one watch, as the *Guinevere* did for her entire crew.

In spite of the handicaps, the *Guinevere* was constantly within striking distance of the leading *Elena*, until the last day, when the wind died out to a light easterly breeze, thereby affording the more lightly built racing boat the advantage. The race between the *Atlantic*, which finished second, and the *Guinevere* was much closer, with the *Guinevere* leading the *Atlantic* by some 40 miles near the finish, until the wind died out, as mentioned above, thereby allowing the *Atlantic*, which is also a lighter craft, to take the same advantage of the handicaps as did the *Elena*. The *Guinevere* finished only three and one-half hours behind the *Atlantic*.

The logs of the two yachts show that on seven days, according to the noon positions, *Guinevere* was leading the *Atlantic*, and the former's course for most of the distance was to the south of that taken by *Atlantic*.

One of the comments that appeared in a yachting publication was that the participation of the *Guinevere* in the race was of little interest from a yachtsman's point of view, as she just calmly and placidly sailed across the Atlantic. In answer to this comment, it must be admitted that her voyage was calm and placid, but considerable credit is the proper due of the officers and men comprising her crew for the remarkable showing she made under the circumstances of unusually light winds, and the handicaps under which the *Guinevere* competed.

K. A. L.

Editorial

Racing Rules for Ocean Racing

AS a result of the winning of the Fastnet Race by the schooner *Niña* last August, it begins to look as if the measurement rule used in that event is due for an overhauling, or for amendment, if comment which comes to us from the other side means anything. For the first time, apparently, since the Fastnet Race was inaugurated four years ago the Ocean Racing Club is up against the difficulty of differentiating between cruisers and boats of a racing type, and properly defining the former—a matter that has been the cause of considerable worry on this side of the Atlantic for years, and wherever ocean racing has become popular. In the yachting press of Great Britain *Niña* is commonly referred to as a "racing machine." In this classification we cannot concur. As far as her hull goes, *Niña* is as fine an example of a seagoing vessel as can be found. That she has a rig commonly seen only on racing yachts is also true. But this same rig carried her across 3200 miles of Atlantic ocean in the Spanish Race, and also through the Fastnet Race, without giving any undue trouble. So, though it is not a rig which is apt to commend itself to cruising men, it should not be too hastily condemned.

Now the object of all rating rules is to equalize, as far as possible, differences of type, size, rig and speed in the contestants, and to give all the yachts in a race an equal chance. The Fastnet Rule recognizes this, and in the hull measurements has most properly penalized the racing type with light displacement and long ends. But as to rig, the rule does nothing either to penalize the Bermudian rig as against the gaff, or to equalize the single and double-masted vessel — which is a mistake if it is hoped to get yachts of widely different rigs to race together. Schooners and ketches are acknowledged to be inferior in speed to windward against single-masted vessels, and if an owner chooses such rigs because of their greater ease in handling, and other advantages, he is entitled, when racing against cutters, to have an allowance for rig just as much as he is entitled to one for displacement. The same argument holds for the staysail rig, or the Bermudian mainsail. A rig should not be barred simply because it is fast, but any advantage gained by carrying such a rig should be paid for by a proper allowance — if such can be found.

This whole matter of making rules and then having boats built which take every possible advantage of them is nothing new. As long as there are rules, designers will try to "beat them." Fortunately, in ocean racing so many elements enter into the contest that the chances of success in such an attempt are not great, and any extreme feature is just as apt to prove a detriment under the severe conditions frequently met as an advantage in favorable conditions. To bar anything new or different from the conventional would be to retard progress. But it should be the aim of those responsible for these ocean races, which in this country have done so much to improve the type of cruising yacht and the "breed of sailormen," to provide proper safeguards against unseaworthy features of hull or rig, and to equalize, as far as humanly possible, boats of different initial speed. No easy task, we'll say.

* * *

Getting Away from the Tradition of the Seawanhaka Cup

IN spite of our feeling of satisfaction that there will be a race with the British for the Seawanhaka Cup next season, and that this race will result in an open class on Long Island Sound being built to, there still lurks a feeling that in accepting a challenge from boats as large as the "Eights," something of the spirit of the deed of gift of this time-honored trophy is being lost.

Originally donated by the Seawanhaka Corinthian Yacht Club in 1895, the trophy was intended to foster international racing in small boats sailed entirely by amateurs. For many years it served its purpose admirably and brought about international competition at a very small cost. The first races were sailed in half-raters, little boats only some 16 feet in length. Later the size of the boats grew slightly, but the feature of an all-amateur crew was still retained. Now comes the race in Eight-Metre yachts, the largest yet to race for the cup, entailing a much greater initial cost, higher transportation charges, and with two paid hands allowed on each competing yacht — all of which seems to be getting away from the original concept of the donors. This is regrettable. We should keep one trophy for very small boats, built at a minimum cost and sailed entirely by Corinthians.

* * *

The Need for Experience in Ocean Cruising

A NOTE of warning needs to be sounded against the growing tendency to attempt long ocean voyages in small boats by those who lack both the knowledge of what is essential in a boat for such a voyage and the necessary experience in handling her at sea. At the present time some half dozen so called "round-the-world voyages" are in process. Some of these seem foredoomed to failure, if one can judge from those organizing the expeditions, and most of them are made frankly for the notoriety to be derived from them and the possible subsequent gain.

A small boat properly designed, rigged and handled can go almost anywhere in safety. But the same boat in inexperienced hands can easily come to grief. In the encouragement of deep water sailing for which we have always stood, we must go on record as condemning such voyages, conceived in ignorance and undertaken in unsuitable craft. Those who know the sea best respect her most.

In the World of Yachting

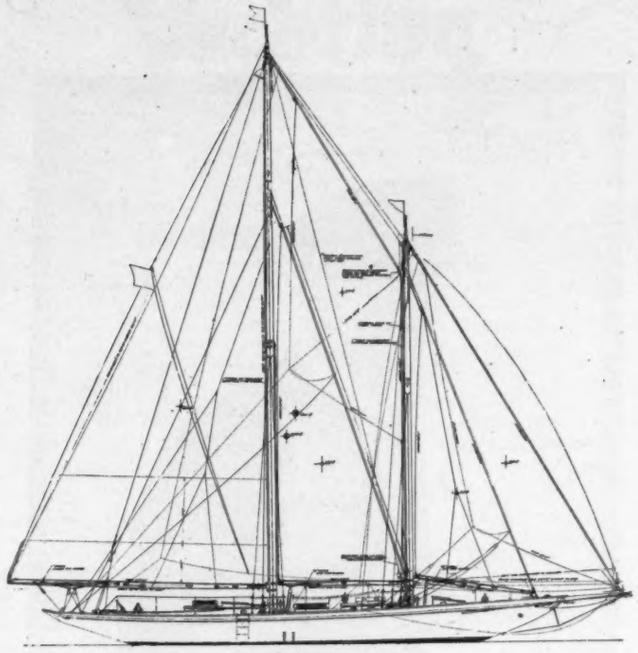
THOMAS K. WADE

LAKE ONTARIO is proud of "Tommy" Wade, and Lake Ontario ought to be. He is a typical product of yachting as taught in the school of the Royal Canadian Yacht Club, Toronto. He began his sailing career with the dinghies and the twentieth century, and by 1902 he had landed his first dinghy championship. In 1906 he graduated into keel craft. The sloop "Enid," 20 feet water line, heavily ballasted and slow, was his first venture. He fought her all around the lake in the L. Y. R. A. circuit and wrested a surprising number of prizes from her class. Then he got "Crusader," a smart Fife 30-footer which had missed fire for the Canada's Cup — a witch in light airs and rather weak in a breeze. Blow high, blow low, Tom Wade and his crew usually sailed her to victory, and always to a good finish. They took her to Lake Erie in 1908 and again in 1913, and "cleaned up" everything in sight at Put-In-Bay. Between times they won three annual championships in the Royal Canadian Yacht Club. In 1920 he acquired the Class P sloop "Patricia," and has raced her for nine seasons in the hottest of company. The R. C. Y. C.'s fleet of "P" boats was for years the best collection ever gathered under one burgee, but four seasons out of the nine "Patricia" captured the club championship. 'Twas sailing did that, for the evidence of international matches in which she was sailed by various skippers of high reputation showed that the boat herself was just a good average performer.

Wade was also one of the R. C. Y. C. skippers in international matches with the Eastern Yacht Club at Toronto and at Marblehead, in 1924, 1926, and 1928, sailing "S" boats, "P" boats and "Q" boats. He defended the Fisher Cup for his club with the club champion "Cara Mia" in 1927. That time he lost — but as always, he put up a grand fight. No meet of the Lake Yacht Racing Association is complete without T. K. Wade and his crew, and he is widely known wherever yachtsmen foregather. He has taken a prominent part in the activities of the North American Yacht Racing Union; he has been chairman of the R. C. Y. C. sailing committee three times; he has sat in the council of the L. Y. R. A. for a long time; and he has been secretary of the Yacht Racing Union of the Great Lakes for six or seven years. Altogether some record, we'll say.

Menikoe V—A Handsome 60-Foot Schooner Designed by Alden

WHEN "an Alden schooner" is mentioned among yachtsmen, one naturally draws a mental picture of a husky, rather short-ended, seagoing craft, with sweet sheer, moderate gaff rig, and ample freeboard — a craft of the famous *Malabar* type, developed from the Gloucester fisherman. However, numerous fine schooners of the "yacht type" have been built from designs of this well-known Boston naval architect, and now we have the plans of *Menikoe V*, a 60-foot over all schooner building at the yard of F. F. Pendleton, of Wiscasset, Maine, for A. D. Alexander, of Portland, Maine.



Sail plan.

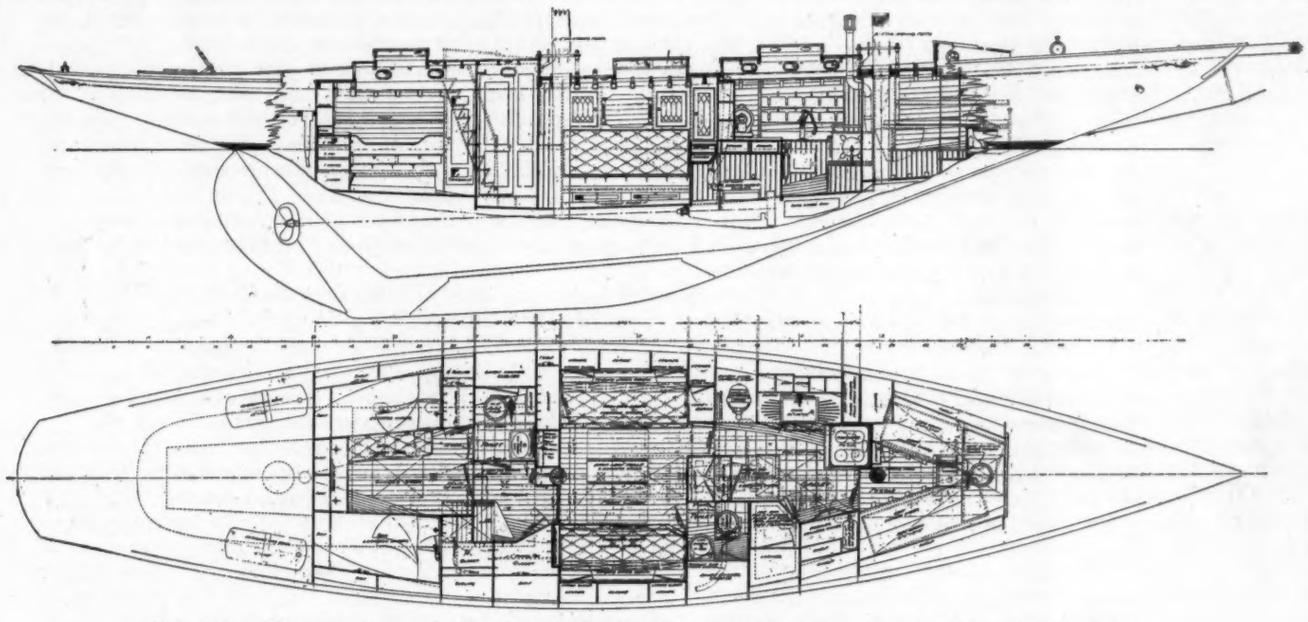
A glance at the plans will show that *Menikoe V* is of the yacht type, and bears no relation to the fisherman model. She has a sweeping, graceful sheer, moderate freeboard, fairly long ends, moderate beam, and a rig incorporating a Marconi mainsail with staysails between the masts. The construction is rugged and quite elaborate, with double mahogany planking, teak decks, hollow spars, outside lead ballast, etc. The principal dimensions are: l.o.a. 60′ 6″; l.w.l. 40′; beam, 13′; draft, 8′ 3″; sail area, 1960 sq. ft.

The motor in *Menikoe*, which is installed forward, is a 32–40 h. p. Red Wing, driving a feathering wheel set in the deadwood. This should develop a cruising speed of 8 knots or better, and give a wide radius under power with 100 gallons of gasoline carried in two tanks in the lazarette. A Homelite electrical system, placed abreast the galley on the port side, will supply electric lights, while a Lux CO_2 fire extinguishing system will ensure safety from fire, whatever and wherever the source.

Menikoe is a flush deck craft, with three cabin houses, and six feet headroom under the deck beams. The companionway steps lead to a passageway or lobby, to port of which is a large toilet room, with large locker and storage space opposite. The owner's double stateroom is aft, with bureau, large locker, seat with locker under, etc. A door connects with the toilet room.

The main cabin is amidships, and contains two transom berths and two hanging berths, bureau, buffet, sideboard, and numerous lockers and shelves. A door leads to a second toilet room on the starboard side forward. To port, a passageway leads to the large galley abaft the foremast, which is excellently equipped with a 4-hole Shipmate range, large ice box, sink, dresser, shelves, lockers, etc., coal being carried in a zinc-lined compartment under the galley floor. The forecastle has two pipe berths, lockers, toilet, etc., and there is ample stowage space in both forepeak and lazarette.

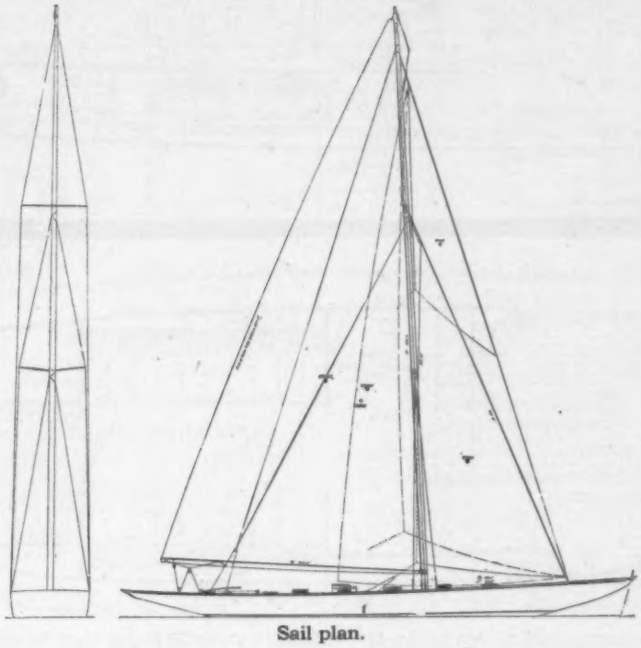
Menikoe is a distinctly handsome craft, and with her clean lines and staysail rig should give a good account of herself in any company. While not designed for ocean racing, she should make a fine showing in practically any long distance event, and it would therefore be interesting if her owner should enter her in the race to Gibson Island next June, which would be an excellent tryout against a large and varied fleet of fine cruisers.



Inboard profile and accommodation plan of *Menikoe V*, the 60-foot schooner designed by John G. Alden.

A Class M Sloop Designed by Chas. D. Mower

WITH four new boats already ordered, *Prestige* and *Valiant* still decidedly in the running, and two or more New York Y. C. 50-footers as added entries, prospects are indeed bright for excellent racing in Class M next season, and for several seasons to come. Two of the new craft are from the board of Burgess & Morgan, one for Commodore Floyd L. Carlisle, of the Manhasset Bay Y. C., and the other for C. B. Alker and C. D. Wiman — sister hulls, with somewhat different rigs. A third craft is from designs of L. Francis Herreshoff, building at the Herreshoff yard at Bristol for George M. Pynchon, and is said to be a double-ender, similar to *Live Yankee*, *Nor'easter V*, etc. The fourth boat is building at Nevins' yard at City Island for Junius S. Morgan, from plans drawn by Charles D. Mower.

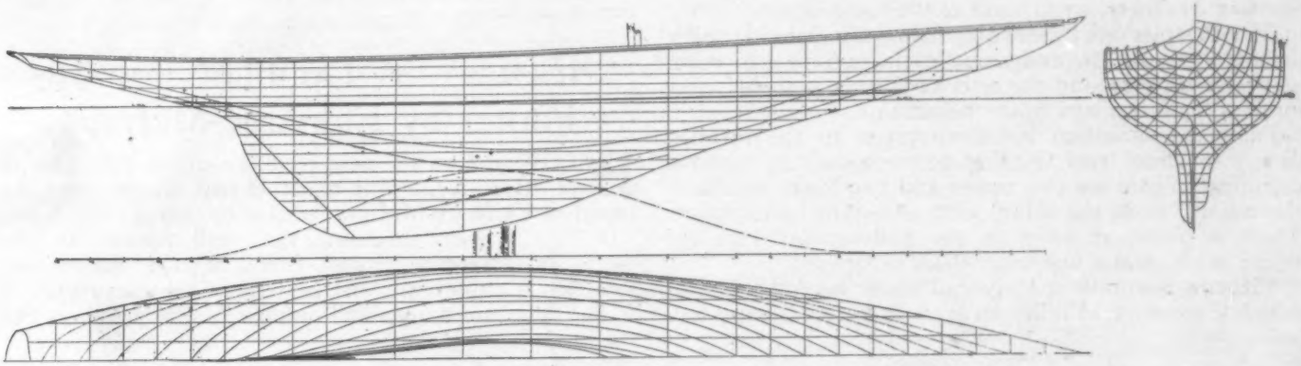


Sail plan.

Through the courtesy of Mr. Mower we are able to reproduce the plans of a Class M boat from his board, which is very similar to the one being built at Nevins, for Mr. Morgan. She was designed as a moderate weather boat, being used in the two Burgess-designed craft. The principal dimensions of the boat are: l.o.a. 85′ 4″; l.w.l. 54′; extreme beam, 14′ 3″; water line beam, 13′ 8″; extreme draft, 10′ 4″; displacement, 1458 cu. ft., or 93,312 lbs.; rated sail area, 2857 sq. ft.; rating measurement, 45.97 ft.

The design shows good freeboard, easy sections, and considerable sheer for a boat of the size and type. The rig appears moderate, with single jib supplemented by a small jib topsail, and mainboom well inside the taffrail, indicating an easily handled rig with small crew, a feature much to be desired.

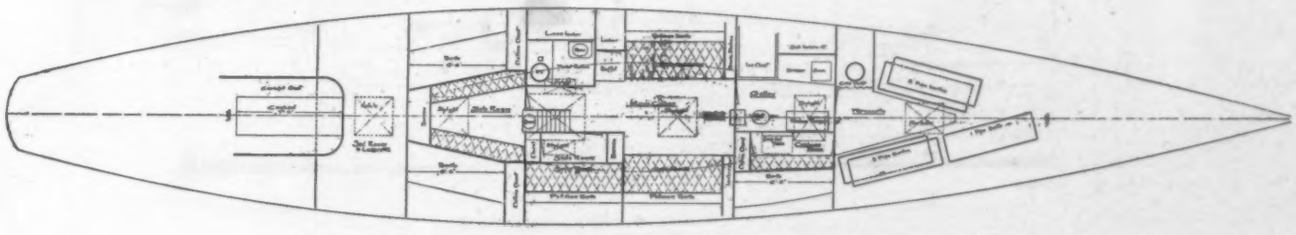
The accommodation plan shows a double stateroom aft, with seats, clothes lockers, etc., and connecting door with the toilet room on the port side. Another stateroom with sofa berth and Pullman berth is abreast the companion steps to starboard, while farther forward is the main cabin with two sofa berths, two Pullman berths, buffet, lockers, etc. The galley is abreast the mast to port, with captain's stateroom opposite. The forecastle is provided with berths for



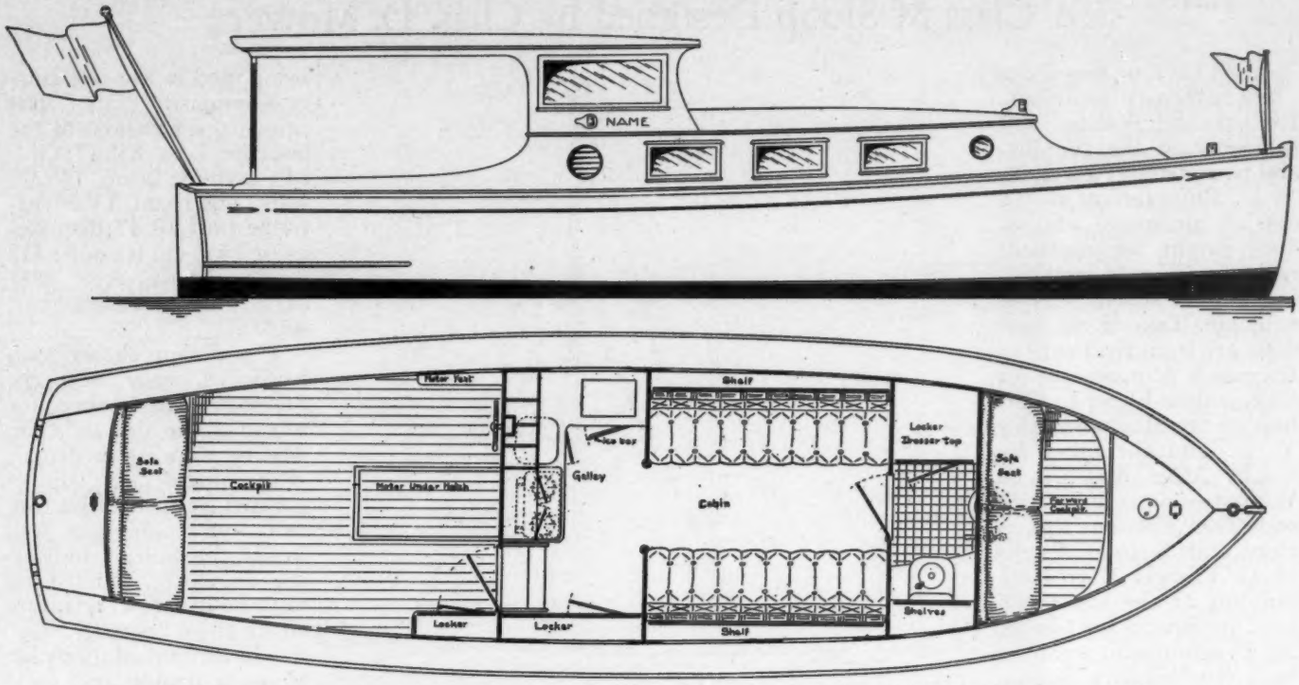
Lines and sections of the Mower-designed Class M sloop.

built with double mahogany planking, under the Herreshoff rule of scantlings, which was adopted recently by the New York Yacht Club as a substitute for Lloyds' scantlings — the Herreshoff rule calling for all wood construction, and Lloyds' for composite construction, the latter a crew of five men, with crew's toilet, lockers, etc.

It will be noted that this craft will be steered with a tiller, seldom used in American waters on craft of this size, but popular in foreign countries. C. D. Mallory's successful Twelve-Metre boat *Tycoon* was so equipped.



Accommodation plan of the Class M sloop designed by Charles D. Mower.



Outboard profile and accommodation plan of the Marblehead, a stock 34-footer built by Staples, Johnson & Co.

The Marblehead — An Attractive Stock Cruiser of Single Cabin Type

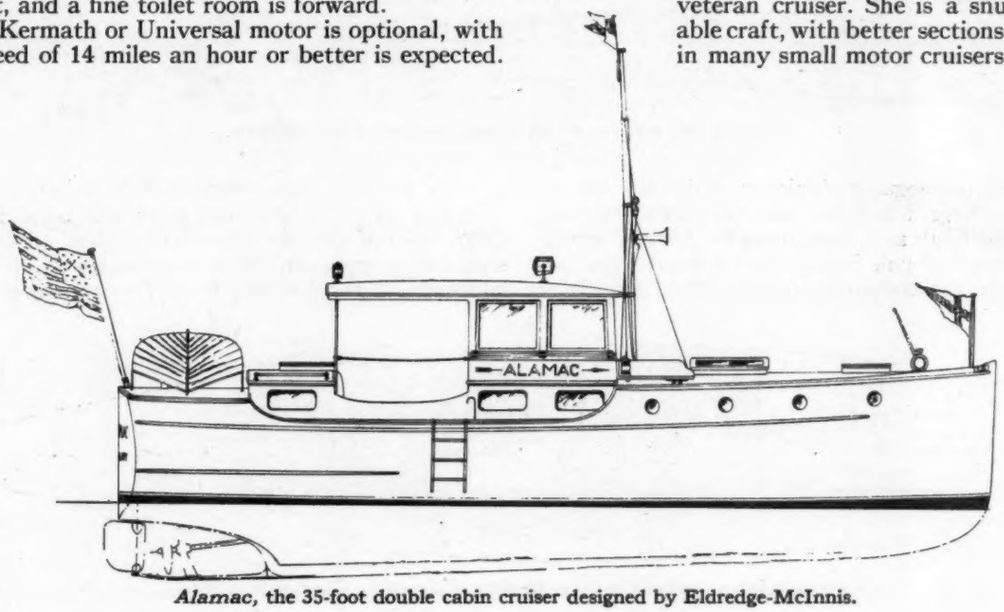
A NEW and attractive stock single trunk cabin cruiser which will make its first bow to the public at the coming New York Motor Boat Show is the Marblehead, built by Staples, Johnson & Co., of Biddeford, Maine. She is a 34-footer, with beam of 9′6″ and draft of 2′6″, built with white oak frames and mahogany planking, with mahogany trim. The design incorporates both a forward and after cockpit, and the after cockpit is well sheltered forward for protection to the helmsman.

Particular attention has been given to the interior design to afford real cruising accommodations without cramping. There are two upper and two lower berths of the usual type in the cabin, with abundant locker space. There is plenty of room in the well-appointed galley, which is aft, and a fine toilet room is forward.

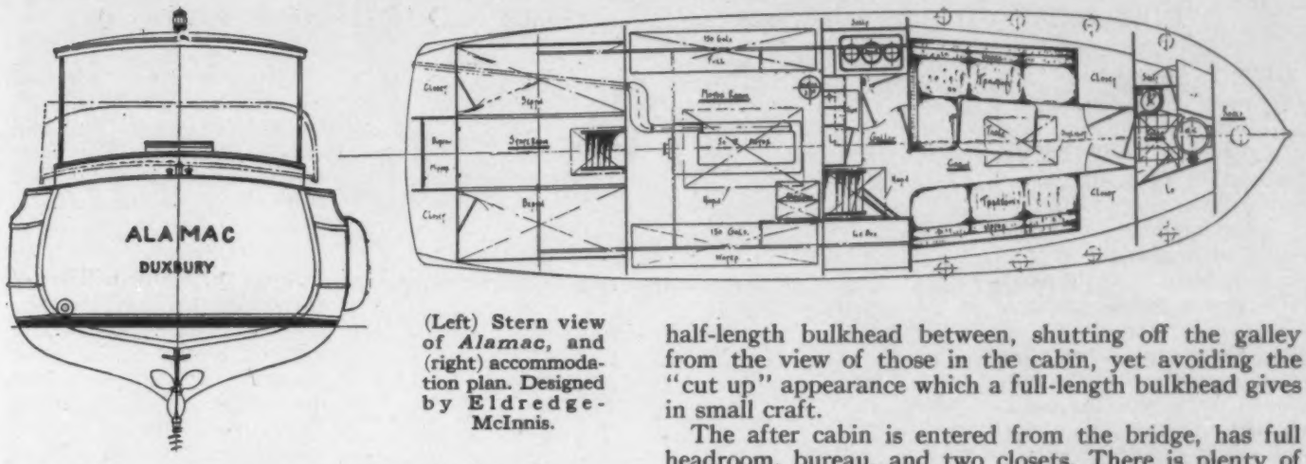
Either a Kermath or Universal motor is optional, with which a speed of 14 miles an hour or better is expected. Ventilation of the motor compartment, so frequently overlooked, has been well taken care of, louvers placed in the extended cabin trunk sides, with air ducts leading to the compartment, automatically providing ample ventilation at all times.

Alamac — A Double Cabin 35-Footer by Eldredge-McInnis

BELOW and on the next page are shown the plans of an attractive double cabin 35-foot cruiser from the board of Eldredge-McInnis, of Boston, Mass., which has many features that will appeal to the veteran cruiser. She is a snug, wholesome, able craft, with better sections than are found in many small motor cruisers of today. The



Alamac, the 35-foot double cabin cruiser designed by Eldredge-McInnis.



(Left) Stern view of *Alamac*, and (right) accommodation plan. Designed by Eldredge-McInnis.

double stateroom aft ensures privacy, while upper and lower berths in the main cabin give total cruising accommodations for six people when desired.

The galley is at the after end of the main cabin, with a half-length bulkhead between, shutting off the galley from the view of those in the cabin, yet avoiding the "cut up" appearance which a full-length bulkhead gives in small craft.

The after cabin is entered from the bridge, has full headroom, bureau, and two closets. There is plenty of room on the after deck for stowing a dinghy, lashed down athwartships. The motor compartment, under the bridge, is of sufficient size to take a small Diesel motor of the small, light weight type.

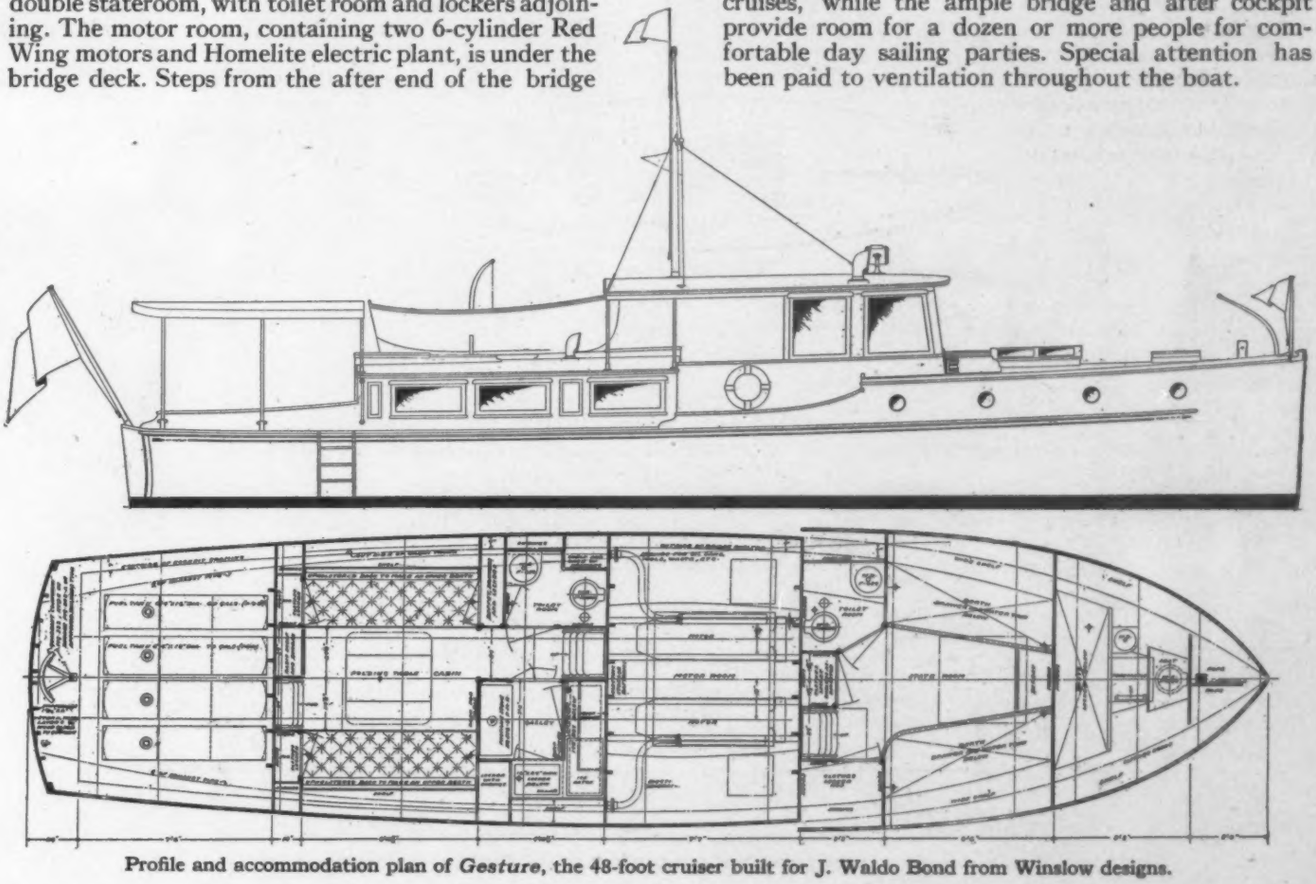
Gesture — A Combination Day Boat and Cruiser Designed by Winslow

A HAPPY combination of cruiser and day boat is shown in the accompanying plans of *Gesture*, a 48-foot craft designed by Ralph E. Winslow and built by Staples, Johnson & Co., for J. Waldo Bond. She is a fine combination for both day work and cruising, with an after cockpit supplementing the bridge deck, and the interior accommodations carefully worked out for real cruising.

Forward is a forecastle for a paid hand; abaft this is a double stateroom, with toilet room and lockers adjoining. The motor room, containing two 6-cylinder Red Wing motors and Homelite electric plant, is under the bridge deck. Steps from the after end of the bridge deck lead to an excellent galley on the starboard side, with large toilet room opposite. The after cabin has four berths, buffet, bureau, and lockers.

Five watertight bulkheads make the boat practically unsinkable under any normal condition of leakage. The construction is decidedly substantial, assuring long life in hard service.

Six people can be comfortably accommodated on long cruises, while the ample bridge and after cockpit provide room for a dozen or more people for comfortable day sailing parties. Special attention has been paid to ventilation throughout the boat.



Profile and accommodation plan of *Gesture*, the 48-foot cruiser built for J. Waldo Bond from Winslow designs.

The New Junior One-Design Class of Long Island Sound

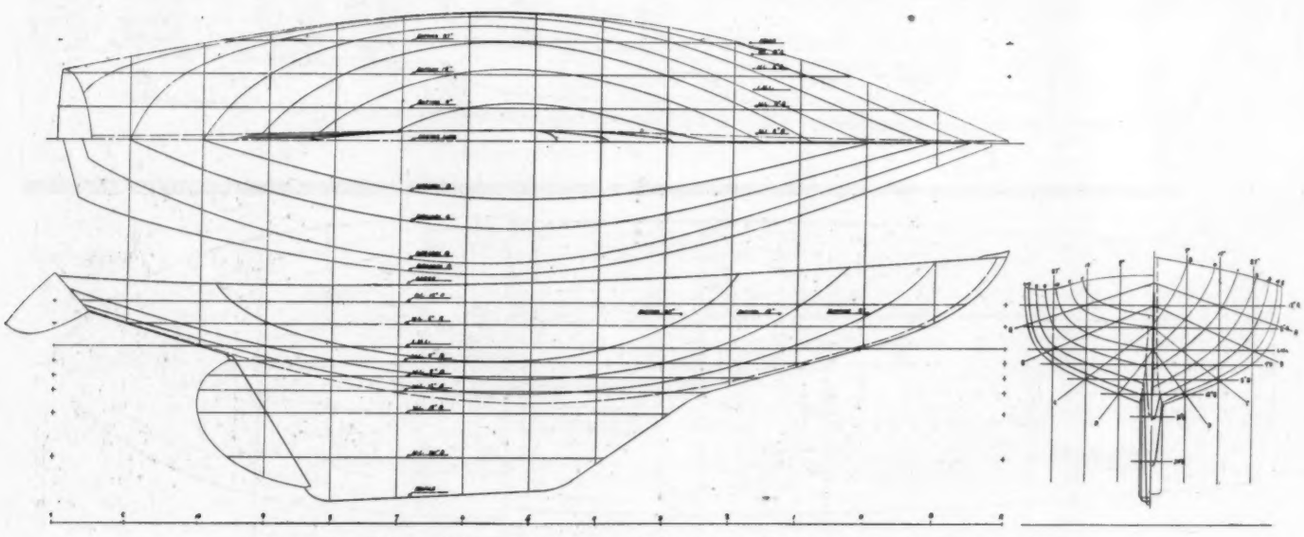
AFTER careful consideration of a number of meritorious designs, officials of the Junior Yacht Racing Association of Long Island Sound have adopted the accompanying design from the board of Sparkman & Stephens as best filling the needs for a junior one-design boat for use by the various clubs along the Sound. A great deal of interest has already been stirred up in various localities over the new boat, and indications point to a large number of orders being placed with the Buckhout Boat Corporation, of Poughkeepsie, N. Y. The class will have a regular place on the Saturday race programs and will undoubtedly be used in the Junior Championships, and possibly for the Midget Championships as well.

The design shows a well modeled little craft with nice sheer and moderate overhangs; the iron keel and buoyant, flaring sections indicate stiffness and dryness; the modern, efficient rig should make for good speed and ease of handling in all weathers; the cockpit is quite roomy and comfortable for a boat of the size; and double-planked bulkheads fore and aft make the boat unsinkable.

Sail and cockpit plan.

The dimensions are as follows: l.o.a. 21'6"; l.w.l. 15'; beam, 5'10"; draft, 3'6"; sail area, 230 sq. ft. The boat will be built and equipped in the best possible manner. Planking will be of cedar, copper fastened, and trim of mahogany. Spars will be of spruce, with plow steel rigging and bronze fittings. Sails will be cross cut, of good material, and cut by a first class sailmaker. In short, this little boat shapes up extremely well when viewed from any angle. Nothing has been left undone to make her "right." The lines are conventional enough to ensure speed, seaworthiness and good handling qualities, and there is a whole lot of boat for the price, $1000.

The need for such a class as this for juniors has long been felt in many localities. As there is no reason why this design should not be acceptable anywhere along the Atlantic Coast, it is hoped that other junior associations will build duplicates in the future, assuring intersectional contests in which all the contestants will be on equal terms as regards familiarity with the type of boat in which they sail.



Lines and sections of the new Junior one-design boat designed by Sparkman & Stephens.

Model Yachting

Get Ready for Next Year's International Race

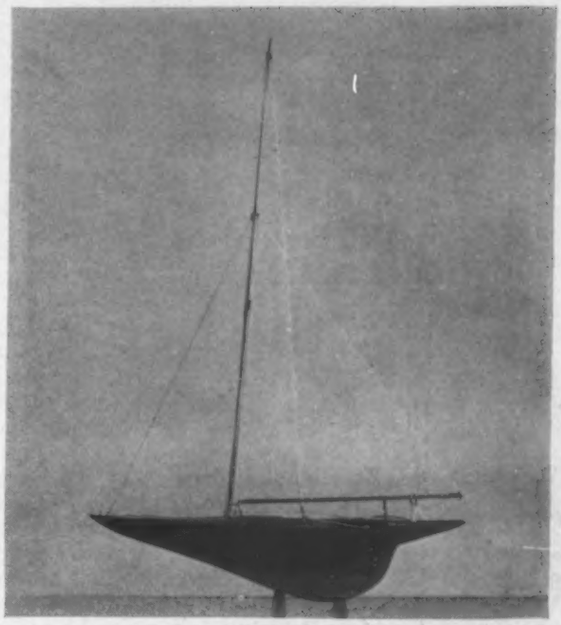
THE last day of the International Model Yacht Race at Gosport, England, on August 7th, 1928, was a real thriller and furnished a good deal of excitement to participants and spectators. England was ahead at the end of the second day, although the American boat had led, by four points, at the close of the first day's racing. The afternoon of the last day, however, saw Joe Weaver slowly but steadily bring *Patsy*, the American challenger, to the front, reducing the lead of *Little Nell* to two points. On the very last board of the match, within a very short distance of winning the cup, *Patsy* had the misfortune of being headed, her sails shook for a second or two before she paid off, and she thus lost her chance of bringing home the bacon by a scant six inches. It was hard to lose the race by the small margin of five points, but races are won and lost on just such small margins.

America has proved, in this last race and the two preceding ones, that she *can* make model yachts whose speed equals that of foreign competitors. Our handicap, however, lies in not having conditions similar to Gosport in which to try the models. With new ponds being built at Chicago, Boston and Baltimore we should be in a position next year to sail the elimination races under suitable conditions and to send over a challenger that will prove her worth. The Lincoln Memorial Reflecting Pool at Washington was ideal as to layout, and gave much needed practice in the handling of models in pond sailing; but for model sailing, when the wind was other than true southwest or northeast, it proved a failure.

With the great amount of interest shown in model yachting and the many new clubs that have been formed here, there should be a large number of boats built for the 1929 eliminations. Also, during the past three years, several good designs of Class A models for international racing have been published in YACHTING, and elsewhere. Proper design, balance, with plenty of tuning up, — these are the essentials for a successful winning model yacht. America certainly ought to be able to build such a successful challenger. Let every yachtsman do his part now.

JOHN BLACK

Pres., Model Yacht Racing Association of America.



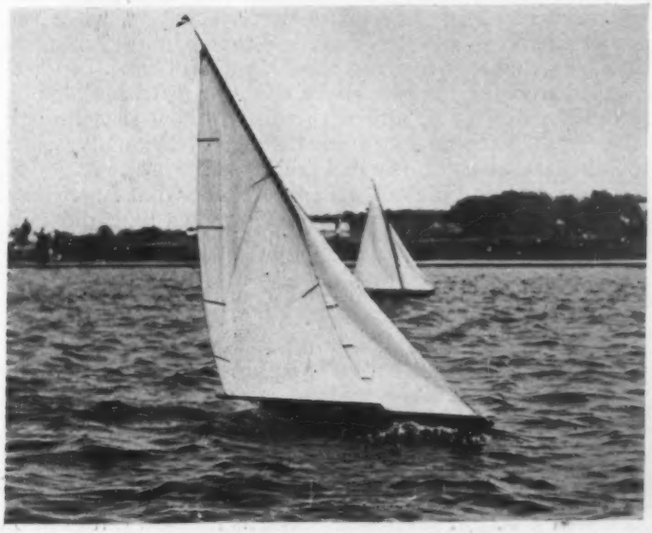
A five-inch model of the Six-Metre yacht designed by Aage Neilsen whose plans appeared in YACHTING for May, 1927.

Model of Six-Metre Racer

IN the issue of YACHTING for May, 1927, appeared the plans of a Six-Metre racer designed by Aage Neilsen, of the firm of John G. Alden. The photograph we show here is a model of this boat, only five inches over all, but exact in every particular, and a beautiful piece of work. The scale used was 1/8 inch to a foot.

Annual Meeting of the Model Yacht Racing Association of America

THE annual meeting of the Model Yacht Racing Association of America for the election of officers and for the transaction of any other business that may come before the meeting will be held on December 28th at the office of YACHTING, 205 East 42nd Street, New York City, at eight o'clock. Delegates from all clubs represented in the Association are eligible to attend this meeting, and it is hoped that a large attendance will be on hand.



***Argo*, the French challenger in the international model races at Gosport last summer.**

***Patsy*, the American challenger, sailed by Joe Weaver, which lost the final board, and the match, by only six inches.**

Under the Lee of the Longboat.

by Cap Stan

WHEN the Britishers challenged for the Seawanhaka Cup this fall, the races to be held in Eight-Metre boats, instead of "Sixes," the challenge was accepted promptly. Now we have a counter proposition from the American side, to the effect that inasmuch as the Six-Metre Class is on the wane in England, that future British-American team matches also be sailed in Eight-Metre craft. While the new Eight-Metre Class over here has gotten off to a fine start, the assurance that the next British-American team race, in 1930, would be sailed in "Eights" would certainly be an additional spur towards building. Let's hope the proposal is accepted, and announced in time to have a beneficial effect on the Eight-Metre Class for 1929.

* * *

I recall reading, some time last summer, that a chap named Edward Miles had set sail in a 37-foot schooner from a dock in Brooklyn, bound around the world. According to this press account, Miles had "sailed the sea, man and boy, for over twenty-five years," and that his supplies on board the *Sturdy* consisted of "a ham, some biscuits, hardtack, canned soup, beans, and fifty gallons of water." And now word trickles in that Miles has arrived at Gibraltar, some 44 days after leaving the States. Evidently another chapter in the book of long single-handed voyages is being written. Too bad we haven't some idea of his boat, and the skipper's capabilities, that we might be in a better position to amuse ourselves with conjectures as to the chances the *Sturdy* has of completing her ambitious undertaking.

Incidentally, fears were expressed abroad for Captain Drake, in the little schooner *Pilgrim*, which sailed from England in bad weather and was not heard from for some time. Now it appears that *Pilgrim* reached Holland, at least. Drake has already lost two small vessels in his single-handed ventures. Let's hope that he has better luck this time.

* * *

That portion of the British yachting world which is interested in long distance racing is considerably "het up" over the winning of the Fastnet Race by *Niña*. They condemn *Niña* as being a racing machine, built, equipped and raced regardless of cost, and express several fears, among them being that (1) Britain will never again win the Fastnet Race unless some wealthy Briton builds a boat to the rule, regardless of cost, etc.; and (2) that unless the rule is changed, the race will degenerate into a two-boat race, one boat representing America and the other Great Britain; and (3) British cruising men haven't the means to build a racing machine, nor can they find a competent crew which can take sufficient time off to race in her if she were built; and (4) — But why go on? Our British cousins, or at least quite a few of them, are becoming slightly hysterical, simply because an American craft has won their pet race. They forget that their own *Hallowe'en* and *Noreen*, though close to being racing machines, failed to win the race. They forget that Commander Martin and a competent crew found the time and money to cross the Atlantic and have a go at the Bermuda Race in 1926. They forget, or may have never known, that several Bermuda Race contestants have been denounced as racing machines, and that the Bermuda Race persists in gaining popularity, nevertheless. And they seem to overlook the fact that *Niña* did not win their race by any great margin, *Mohawk* and *Jolie Brise*, two real cruising craft, being close behind — under different conditions either might have beaten *Niña*.

* * *

To cap the climax, a correspondent in the *Yachting World*, signing himself C. F. J., wants the Fastnet Race a closed affair, for British boats only. Fortunately, this narrow minded, unsportsmanlike desire is no fair criterion of British sentiment, but merely the utterance of a disgruntled sorehead. I feel sure that ultimately, when the shock wears off, and they have had time to survey matters in a calm and sane manner, the Britons will keep the Fastnet Race conditions just about as they are, with all hands having a shot at it, and with time proving that though the racing machine may come through occasionally, when conditions are right, the real cruiser will win the majority of the races, and make the Fastnet Race what Americans have thought it all along — the premier long distance race in foreign waters.

* * *

Another article which every cruising windjammer should read and digest is the one by Warwick Tompkins, on the staysail rig for schooners. Having raced aboard *Niña* in the Fastnet Race, Tompkins concludes that the staysail rig is all very well for racing, but not worth a whoop for cruising, for good and sufficient reasons which he explains in an interesting manner. From what he says, the staysail rig is about the last one to choose for a cruiser. Unless someone comes across with some strong counter views, I'll accept Tompkins' dope as the best criticism on the subject which I have yet heard.

Books for the Yachtsman's Library

Some Famous Sailing Ships and Their Builder Donald McKay

By RICHARD C. MCKAY

(G. P. Putnam's Sons, 1928)

THE name of Donald McKay needs no introduction to men who follow the sea, be it for pleasure or business, be they sailing under the flag of America or some other country. The *Flying Cloud*, the *Lightning*, the *James Baines*, the *Sovereign of the Seas* and the *Great Republic* were not built and raced across the seven seas under great clouds of canvas to be so speedily forgotten that their own names and the name of their builder, Donald McKay, would not last on after all traces of those ships were lost.

It is 53 years since McKay's yard in East Boston turned out the last of his 72 ships, built over a period of 33 years. Those were years in which the Stars and Stripes were known on every sea, and the ships which flew them brought respect; and why not? It was only a *Flying Cloud* that could twice sail from New York to 'Frisco in 89 days; only a *Lightning* that could log 436 miles in a 24-hour run; only a *James Baines* that could run from Boston to Liverpool in 12 days. All were built by the famous Donald McKay.

This book, by McKay's grandson, is more than a biography of this eminent ship builder. We might call it a biography of the fastest, staunchest and most beautiful ships ever to spread canvas aloft.

After an apprenticeship in New York, McKay opened his own yards in Newburyport, where he built the little trading ship *Courier* in 1842. She was followed, in rapid succession, by other ships, largely of the packet model, and sailing under the house flag of E. Train & Co., of Boston. The fame of their builder grew with the launching of each successive ship, and in December of 1850 he launched his first extreme clipper, the *Stag Hound*, soon followed by *Flying Cloud*, probably one of the most famous clippers ever to stretch canvas, and deservedly so. The largest sailing ship ever built, the *Great Republic*, was turned out from McKay's yard in East Boston, only to be partially destroyed by fire before her maiden voyage.

There is humor in this book of the great clipper ships — sort of a sly unconscious humor — slipped in by way of quotations from logs, newspapers and speeches of the day. Certain passages breathe the very salt air blown from the seas. There is, too, detail to delight the heart of the man scientifically inclined. Dimensions, materials, fittings, and what not are given in detail concerning all of these ships. Their best runs are recorded, and sadly enough, the poor ends to which many of them came. We get, also, a splendid picture of the methods of carrying on business in those old days, and some of the hardships which confronted the builder of ships, who often had to work them in trade himself.

The book is worth while throughout. It is profusely illustrated with colored plates by Charles R. Patterson, Fred S. Cozzens, Anton Otto Fischer and other painters. And it is with a sense of regret that we realize that *Glory of the Seas*, the last of the famous McKay clippers, was burned near Seattle on May 13, 1923, for her metal. It will have to be by memory, and the work of this book, that the names of these ships will be handed down the ages.

JAMES G. STONE.

Sailing Craft

By EDWIN J. SCHOETTLE

(The Macmillan Co., 1928)

TO anyone interested in racing, and to many who are not, Edwin J. Schoettle's new and ambitious volume, *Sailing Craft*, will make a strong appeal. Mr. Schoettle, while nominally the author, is more properly the editor of the book, which is really a compilation of articles by a number of well known writers and racing men on the various classes of racing craft in competition today. There are in addition some interesting contributions on racing subjects in general. Mr. Schoettle, indeed, writes entertainingly of American Catboats, The Larchmont "O" Class, Sails, The New York Thirties, etc., and is followed by such well known yachting writers as William W. Swan, James B. Connolly, Gerald T. White, etc., who contribute articles on American Yacht Racing, the Yachts of the Netherlands, Yachting Abroad, etc. None other than Sir Thomas Lipton entertains us with a short chapter on The Sport of International Yacht Racing, while Maurice Griffiths, editor of the *Yachting Monthly*, tells us of Cruising in British Waters. Among the well known yachtsmen who treat subjects on which they are thoroughly qualified to write may be mentioned F. T. Bedford, who writes on One-Design Classification; Ernest Ratsey, G. W. Elder, Clifford D. Mallory, William W. Swan, Edward Crabbe, Donald F. Prather, C. H. J. Snider, O. G. Dale, Chas. G. Lucke, Jr., Edson B. Schock, Dwight S. Simpson, etc.

All the principal racing classes in the country are entertainingly written up, such as the Sound Interclubs, Barnegat Bay Sneakboxes, Q Class Yachts, Bilgeboard Scows, New York Forties and Fifties, Star Class and 6-Metres. All phases of racing, from long distance affairs down, receive plenty of attention, while there are numerous incidental articles of great interest, such as the Aerodynamics of Sails, by Edward P. Warner and Shatswell Ober, Model Yacht Building, by Charles Z. Klauder, Yachting on Lake Ontario, by C. H. J. Snider, and The Joy of Cruising, by W. E. Warrington.

Sailing Craft is copiously illustrated by excellent photographs, sketches, plans, drawings and charts. It is both interesting and educational, and deserves a place on all nautical bookshelves.

F. H. K.

Proposed Changes in Racing Rules of the American Canoe Association

FOLLOWING are the proposed changes in the racing rules of the American Canoe Association, as sent us by the Sailing Division of the Racing Board.

RULE I. Canoe, Definition of. A canoe must be sharp at both ends as seen from above, without counter stern or transom, and must come within the limits prescribed for its class.

RULE II. Sec. 1. Method of measuring hull. Length shall be taken between perpendiculars at fore side of stem and after side of stern. Beam shall be measured at widest part wherever found, but shall not include outwale. Depth: distance from inside garboard next to keel, to level of top of gunwales.

Sec. 2. Length of decks shall be measured from the plumb of stem and stern respectively, to the cockpit along the center line. From this point the decks may extend toward the gunwales at an angle of not less than 45 degrees with the center line. The width of side deck shall be measured from outside planking to the cockpit.

Sec. 3. Sail area shall be the actual area, exclusive of roach along spars, measured when sail is stretched taut with tension of five pounds on a spring balance. Area of roach of leach taken as two-thirds (2/3) of chord times greatest width of segment.

Not over two-thirds of the allowed sail area of sailing canoes shall be carried in one sail.

CLASSIFICATION

RULE III. Classes. Canoes shall be divided into three classes: Paddling, sailing and cruising.

RULE IV. Sec. 1. Sailing Canoes. Maximum length 18 feet. Minimum beam 30 inches. Beam in no case to be less than five thirty-seconds (5/32) nor more than one-fifth (1/5) of length. Greatest beam at water line, with 150 lbs. load, shall not be less than 88% of greatest beam wherever found.

Sec. 2. Depth. Minimum depth amidships shall not be less than 5¼% of length.

Sec. 3. Weight. Minimum weight in pounds, exclusive of centerboard, rudder, steering gear and deck seat, shall equal length (in inches) multiplied by beam (in inches) divided by 60.

Sec. 4. A centerboard must be capable of being raised so as not to project below keel.

Sec. 5. The foregoing measurements and limitations shall not apply to any canoes built prior to April 1st, 1917.

Sec. 6. Sail area allowed. Length 16 feet; beam 30 inches; sail area 90 square feet. For each inch beam is increased, sail area may be increased 3 square feet. For each half inch length is increased, sail area must be decreased one square foot.

Sec. 7. Maximum height of any sail above the level of gunwale shall not exceed the square root of total sail area plus 5½.

RULE V. Sec. 1. Cruising canoes. Maximum length 18 feet. Minimum beam 30 inches. Beam in no case to be less than five thirty-seconds (5/32) nor more than one-fifth (1/5) of length. Beam, four inches above inside of garboard, next to keel, shall not be less than 88% of greatest beam, wherever found. Minimum depth amidships shall not be less than 5¼% of length.

Sec. 2. Deck at either end shall not exceed three-sixteenths (3/16) length of canoe. Side decks shall not exceed three inches in width. Lee boards may be carried, but no rudder or centerboard. No seat may extend beyond side of canoe. No keel or fin shall project more than 1½ inches below garboard. No special appliances of any kind for holding paddle for steering purposes shall be permitted.

Sec. 3. Sail area. Length of canoe, 16 feet, beam 30 inches, area 40 square feet. For each inch beam is increased, sail area may be increased two square feet. For each inch length is increased, sail area must be decreased one-third square foot.

RULE VI. Sec. 1. Regatta Committee may invite accredited representatives of foreign clubs, or persons enrolled as guests, at general or division meets to compete in the races.

Sec. 2. No person who has ever raced for money or who is in arrears to the Association, shall be permitted to enter a race.

RULE VII. Entries. The Regatta Committee shall have power to make any reasonable regulation as to making of entries in the races and use of numbers, or other distinguishing marks on contestants' sails. Each cruising canoe or sailing canoe shall carry a number on mainsail at least nine inches high, in all races.

RULE VIII. Officials. Sec. 1. Referee. For every race there shall be a referee, acting with authority from Regatta Committee, and he shall have jurisdiction of all matters connected with starting and sailing or paddling of race. Any competitor refusing to follow the directions of the referee shall be disqualified.

Sec. 2. Judges and a starter may be appointed by the Regatta Committee to assist referee, or referee may act as starter.

RULE IX. Prizes. Sec. 1. A first prize shall be given in each race and a second prize shall be given in each regular race where more than two start.

Sec. 2. The prizes for regular races shall be of a permanent nature, upon which shall be expressed the letters A. C. A., the year in four figures, the name of the race and the words "first" or "second."

Sec. 3. No prize of money shall be raced for nor shall prizes be converted into money.

Sec. 4. Rectangular bunting flags, size 2 ft. by 3 ft., red with a white center horizontal stripe one-fifth of hoist, bearing the letters "A. C. A.," the year in numerals, and the words "Paddling," "Cruising," "Sailing," "Record," and "Club four single blade," shall be given to the winners of the paddling, sailing and cruising canoe trophies, the record and club four single blade, in addition to regular prizes.

Sec. 5. All contestants winning points or prizes, shall, before receiving such awards, file with the Regatta Committee a declaration that they have complied with all the rules and regulations.

Sec. 6. Special prizes. Special prizes may be given at the discretion of Regatta Committee.

RULE X. Sec. 1. Regular races. At each general meet there shall be regular races as follows:

PERPETUAL TROPHY CONTESTS

1. Sailing canoes — Championship and A. C. A. Challenge Cup Race, on triangle, distance 6 miles, time limit 2½ hours.
2. Sailing canoes — Championship and A. C. A. Challenge Cup Race, over a windward and leeward course, distance 6 miles, time limit, 2½ hours.
3. Sailing canoes — Championship and A. C. A. Challenge Cup Race, on triangle, distance 6 miles; time limit 2½ hours.
4. Cruising canoes — Sailing Trophy Race, on triangle, distance 3 miles, time limit 1½ hours.
5. Cruising canoes — Sailing Trophy Race, over a windward and leeward course, distance 3 miles, time limit 1½ hours.
6. Cruising canoes — Sailing Trophy Race, on triangle, distance 3 miles, time limit, 1½ hours.
7. "Mab" Trophy Race for sailing canoes, on triangle, distance 6 miles, time limit 2½ hours. Open to all but the winner of the Sailing Canoe Trophy.
8. "Gardner" Trophy sailing race for cruising canoes, on triangle, distance 3 miles, time limit 1½ hours.
9. Mermaid Sailing Cup. Race for sailing canoes not more than 16 feet over all length. Sail area limited to greatest area allowed to 16 feet by 30 inch sailing canoes. On triangle, distance 6 miles, time limit 2½ hours.
10. Paul Butler Trophy for sailing canoes, six miles, time limit 2½ hours. Winners of the A. C. A. Championship Sailing Trophy, Mab and Mermaid Trophies for the two previous years are barred.
11. David Crane Trophy, 6 miles, time limit 2½ hours. Open to all sailing canoes.
12. All Outdoors Trophy Race for cruising canoes sailing twice around Sugar Island.
13. Record Combined Race.
14. Record Sailing Race.
15. Record Paddling Race.

Sec. 2. The Regatta Committee may provide such additional races as it deems advisable.

Sec. 3. The first race for the Championship, and A. C. A. Challenge Cup and Cruising Canoe Sailing Trophy shall not be held earlier than Friday of the first week of the Annual Meet.

RULE XI. Sec. 1. The Record Races shall be open to both sailing and cruising canoes. Each contestant must use the same canoe in all three races and must start in the first race of the series in order to qualify as a contestant for the Record or for the prizes awarded for any of the Record races.

Sec. 2. The Record Combined Race shall be contested first; triangular course, distance three miles, time limit 1½ hours. Starting under paddle the legs of the course shall be alternately paddled and sailed.

Sec. 3. The first canoe to finish shall receive as many points as there are starters in the first race. The second canoe, one less, and so on. In addition, the first canoe shall receive a premium of 6%, the second a premium of 4% and the third a premium of 2% of the number of starters.

The Record Sailing Race shall be contested on a triangular course, distance 4½ miles, time limit 2½ hours.

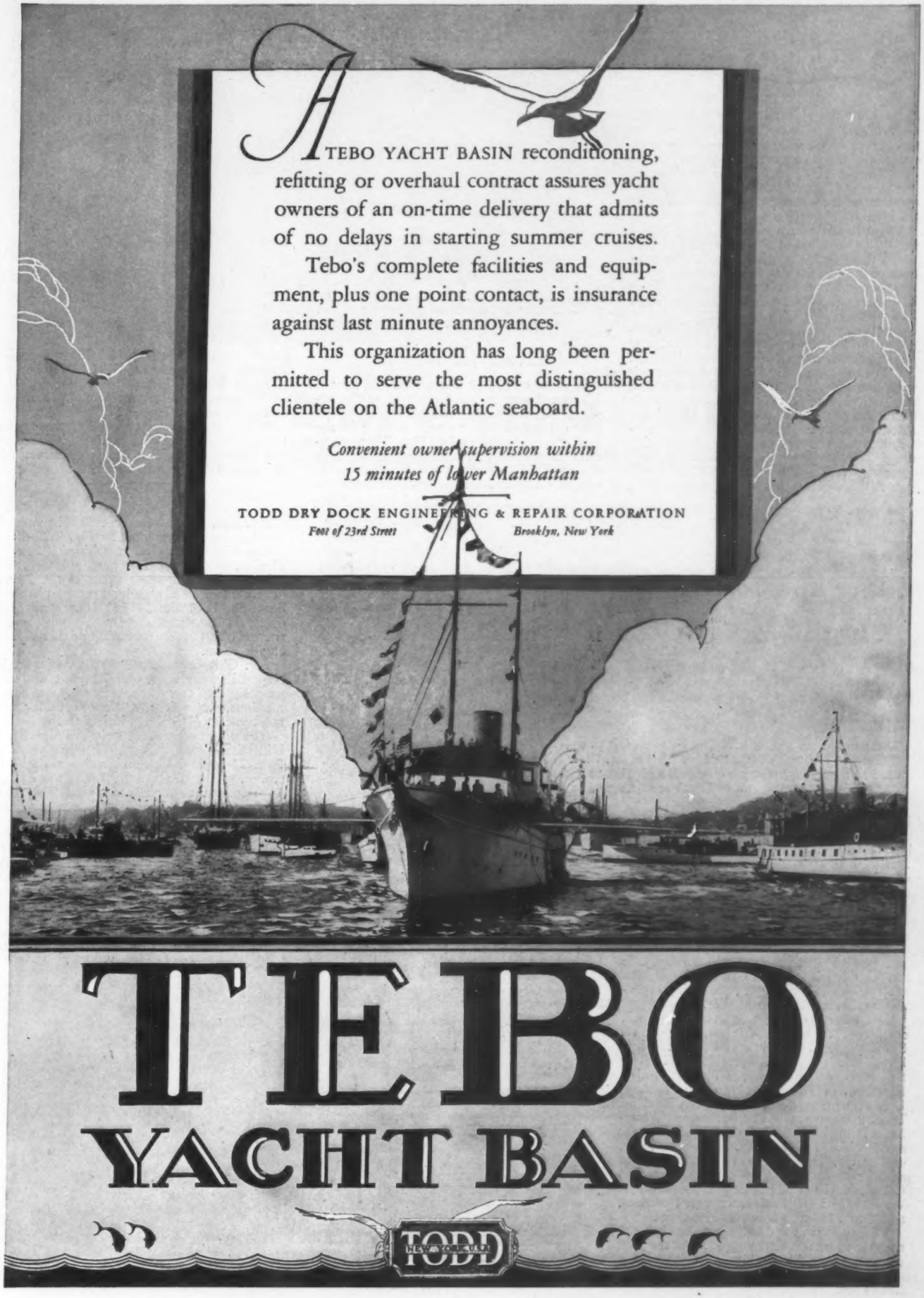
The same rig must be carried as used in the Record Combined Race.

Sec. 4. The Record Paddling Race shall be straightaway, distance one-half mile. Canoes may be stripped of all equipment.

Sec. 5. Points for Record Sailing and Record Paddling Races shall be scored as in the record combined, except that the premium for first and second and third places shall be 5% and 3% and 1½% respectively.

Sec. 6. The winner of the Record shall be the contestant who wins the greatest number of points in record races; and the second and following places on the record shall be assigned accordingly.

(*Continued on page 102*)


A TEBO YACHT BASIN reconditioning, refitting or overhaul contract assures yacht owners of an on-time delivery that admits of no delays in starting summer cruises.
Tebo's complete facilities and equipment, plus one point contact, is insurance against last minute annoyances.
This organization has long been permitted to serve the most distinguished clientele on the Atlantic seaboard.
Convenient owner supervision within 15 minutes of lower Manhattan
TODD DRY DOCK ENGINEERING & REPAIR CORPORATION
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Of Interest to the Skipper

The New Winton Engine Company

ONE of the oldest builders of American Diesel engines, the Winton Engine Company, of Cleveland, has recently been reorganized. Incorporation papers were filed August 11th, 1928, under the laws of the State of Ohio, and the new company now owns all of the outstanding capital stock of the predecessor corporation of the same name.

The principal reasons back of this plan are the desire of some of the former officers to retire from active participation in the conduct of the company's affairs, and the necessity for augmenting the company's facilities in order to handle the increasing volume of business.

Alexander Winton, founder of the company, and for many years its president, now becomes chairman of the board of directors. Mr. Winton's career in the Diesel industry is well known. As a pioneer, inventor and mechanical engineer with many notable achievements to his credit, he occupies a foremost place in the list of those who contributed to the development of the high speed Diesel-type engine in this country.

George W. Codrington, former vice-president, is president of the new corporation. He will be in direct charge of the many activities pertaining to the designing, building and marketing of the company's products. Mr. Codrington's elevation to the position of chief executive is the logical result of his successful conduct of the company's business in the past ten years, during which time Winton products have been brought to their present position. Another man who likewise has earned his spurs and who now becomes vice-president of the company, is Arthur G. Griese. Mr. Griese started with the company on his return from France immediately after the World War.

The directors of the new company will consist of Alexander Winton, George W. Codrington, A. G. Griese and the following: Frank H. Shaw, vice-president of John Burnham & Company, Chicago; Ralph Hubbard, of John Burnham & Company; I. F. Freiberger, vice-president of Cleveland Trust Company, Cleveland; Howard Whitehouse, Continental National Bank, Chicago; and Sheldon Noble, of W. Noble Company, of Detroit. The officers of the company, in addition to Messrs. Winton, Codrington and Griese, consist of F. H. Shaw, vice-president; W. S. McKinstry, secretary and treasurer, and D. A. Lake as assistant treasurer.

The operating and sales personnel of the company remains unchanged. As in the past the company will continue to build marine and industrial engines, both Diesel and gasoline types.

John Leslie, Delphi, Indiana, winner of Class B at Midwest Regatta, held at Peoria under the auspices of the M. V. P. B. A. His Caille motor drove a Boyd Martin *Bullet* at a speed of 31.369 m.p.h. in the fastest heat of the contest.

Elto Prize Winners

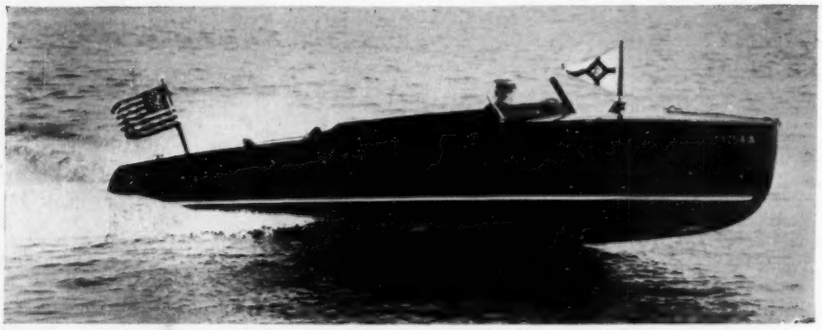
A purse of $2,250 was announced by the Elto Outboard Motor Company at the beginning of the season to be awarded to the four drivers of Elto motors turning in the fastest records by October 15th. The competition was open to Elto drivers throughout the world. The records had to be made in official competition in accordance with the standard outboard racing rules and be approved by the Judge of Outboard Motor Records. These awards have now been announced and the following are the winners:

First-prize $1,000 to Bill Higgins, Racine, Wis., for his Quad record of 37.3 m.p.h. made at Danville, Ill., September 16, it being the fastest speed ever attained by an outboard motor in race competition.

Second, $500 to Ralph Harrington, Wilmette, Ill., for his Quad record of 37.02 m.p.h. made at the National Championship Regatta at Wilmington, N. C., October 6.

Third, $500 to Eldon Travis, Peoria, Ill., for his Speedster record of 28.19 m.p. h. made at Peoria, on September 29.

In the Quad class, especially, there was the keenest kind of competition with the result that many records ranging between 35 m.p.h. and 37.3 m.p.h. were filed.



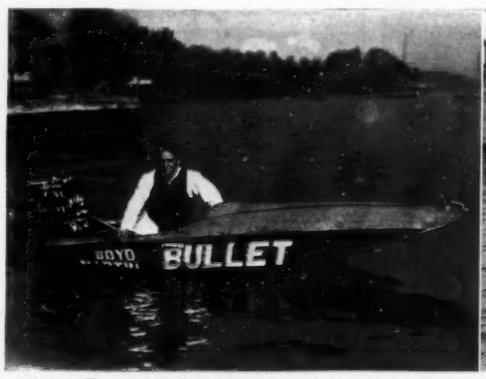
This smart runabout is a 24-foot Hackercraft powered with a Gray "Eight." Mr. O. J. Mulford, president of the "Old Club" of St. Clair Flats, Mich., is at the wheel. She is used as a passenger ferry between the clubhouse and mainland, and has frequently made the run of 11 miles at a speed in excess of 34 m.p.h.

The Reometta

Reometta, a twin-screw Diesel-powered yacht, recently completed for Mr. R. E. Olds, whose winter home is at Daytona Beach, Florida, holds more than passing interest at this time because she represents the latest development of a popular type of pleasure boat. She is 67′ o.a., 15½′ beam, and 3½′ draft, is constructed of wood with steel traverse bulkheads forward and aft of the engine room.

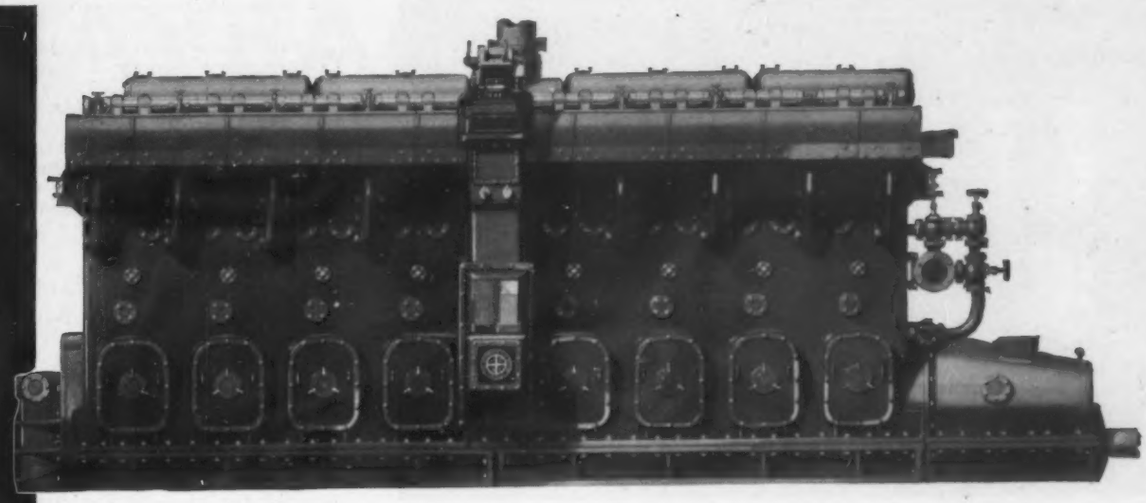
Mr. Olds, a yachtsman of experience, is responsible for the general layout and arrangement of the yacht, which is more commodious, convenient, and comfortable than most yachts of similar dimensions.

The power consists of 2 six-cylinder, 5 x 7 Hill Diesel Pump Injection Engines turning 26 x 22 Style I Columbian Wheels at 800 r.p.m., giving the boat a speed of more than 14 m.p.h. At maximum speed the fuel consumption is 7.5 gal. per hour costing, at the highest price, 67.5 cents per hour, or 5 cents per mile. With a fuel capacity of 600 gallons the cruising radius at full speed is over 1200 miles, at a cost of $54.00. If gasoline power were used, the fuel consumption would be about 15 gallons per hour at a cost of not less than $3.00 (note the jump from cents to dollars) per hour, or 21.5 cents per mile, and one filling of the 600-gallon tank would give her a cruising radius of only 600 miles, at a cost of $120.00.



Eldon Travis in his Boyd Martin *Bullet*, winner of the $500 Elto Speedster Prize at Peoria, at 28.19 m.p.h.

W. Higgins, winner of $1000 Elto Quad Prize, with a record of 37.3 m.p.h.

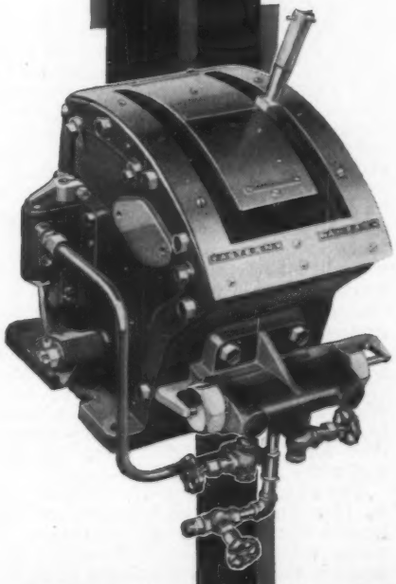


Foresight or Obsolescence

BECAUSE of Bessemer's engineering foresight, the Bessemer Diesel of today is the standard of tomorrow. Observe the clean-cut appearance of the "Modern Bessemer Diesel", note its accessibility, its ruggedness and its simplicity. These are all features which suggest the reliability, longevity and smoothness of operation for which Bessemers are famous.

Remember, when you buy a Bessemer you secure the results of vast sums expended in the development and perfection of modern internal combustion engines. When you select a Bessemer you need have no fear of the old saying "Obsolescence is the twin brother of fire." Because Bessemer is the leader today and will be the standard of tomorrow.

Let us tell you more of this Proven, Modern Diesel Engine — built in sizes up to 1500 H. P.



BESSEMER ENGINE COMPANY
22 Lincoln Ave. ∴ ∴ Grove City, Pa.

"You buy the best when you buy the Bessemer"

BESSEMER

Sail loft of the Luders Marine Construction Co., at Stamford, Conn., in charge of Asa Hathaway.

way, is to anticipate your sail wants for next year by ordering at this time.

The sail department of the Luders Marine Construction Company of Stamford, Connecticut, is in charge of Mr. Asa Hathaway. Formerly with Herreshoff's, Mr. Hathaway's experience, particularly in the designing and cutting of light and unusual sails, can be of much value to any sailing yachtsman. At the Luders' loft, you will find sail making and operation under ideal conditions.

Richardson Boat Company Brings out 1929 Model Cruisabout

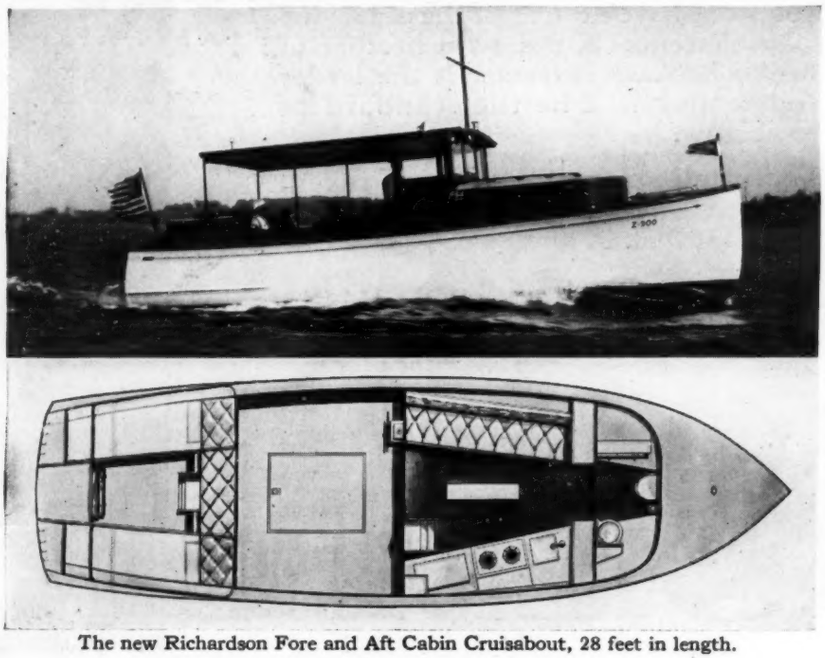
The Richardson Boat Company announces for 1929 a new Fore and Aft Cabin Cruisabout which, like its predecessors, is Eldredge-McInnis designed and Gray-powered. The hull is of the same lines and displacement as that which proved so successful in the '28 model. The interior arrangement, however, has been worked out so that every inch of space is put into use without hindering the balance or seaworthiness of the craft.

The '29 model is of the trunk cabin type. The fore peak is fitted with chain locker, 30-gallon fresh water tank and suitcase storage. The fore part of the cabin has a toilet room, wash basin and large dresser with mirror. Just abaft the toilet room, and separated from it by a bulkhead with mirrored door, is the main cabin and galley. There are two large hanging clothes lockers, two berths and a galley that would do justice to a 50-footer. The two spring berths (upper and lower) are 6′ 3″ long and are placed fore and aft on the port side. The starboard side is taken up by the galley. The forward end of the galley dresser has a sink and spigot with a gravity flow of water. Next comes a two-burner stove with cover that swings in place forming a level top to the dresser when the stove is not in use. Aft, next to the companionway, is the ice box. At the after end of the cabin is a large seat and storage locker which slides under the main deck when not in use. The companion stairway forms a door for another large locker, also built under the cockpit deck.

The motor, a Gray 6–40, and gas tanks, are placed under the cockpit deck and bulkheaded from the fore and aft cabins. The motor room is accessible through a large hatch in the deck and ventilated by an indirect system that has the inlet and outlet under the cockpit coaming. The after or stern cabin is a stateroom with two wide comfortable berths extending under the cockpit seat.

As in the Richardson '28 model, the boat is electrically lighted throughout and all

(*Continued on page 112*)

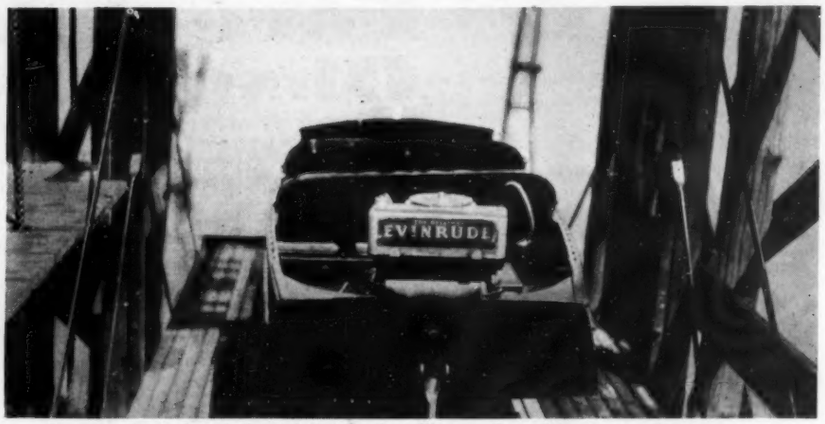


The new Richardson Fore and Aft Cabin Cruisabout, 28 feet in length.

Modern Outboard Garage Has Novel Hoist

From the Illinois Valley Yacht and Canoe Club, at Peoria, Ill., comes the accompanying picture of a novel hoist for use in the modern outboard garage. It is an ordinary warehouse freight elevator, electrically operated, and is capable of lifting two tons.

Each outboard owner who uses this modern method of taking care of his boat and motor has an iron pipe frame mounted on small truck castors. Two stout belts are suspended between this frame for the boat to rest on. With this novel arrangement it is unnecessary to remove the motor or any of the boat equipment.



A convenient electric boat hoist for handling outboard boats at a boat garage.

Order Sails Now

It is becoming more and more frequent for boat owners partially to refit and make improvements on their craft in the fall season, after hauling out, but before laying up for the winter. In line with this idea of relieving the spring congestion is the common sense policy of ordering new sails at this time for spring delivery. During the spring fitting out time sail makers are all working at top speed and delays and disappointments are unavoidable if orders for new sails are held up until late winter or early spring. The safe, and, incidentally, the most economical

MAYBACH ★ LUERSSEN

ENGINES YACHTS

Our latest deliveries include:

"GEM"
101′ EXPRESS YACHT 30 M.P.H.
OWNER: MR. WILLIAM ZIEGLER, JR.

"DORICA"
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Commuters . . $18,800 up
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NOTE: *Price quotations all include New York delivery. Duty and other expenses paid.*

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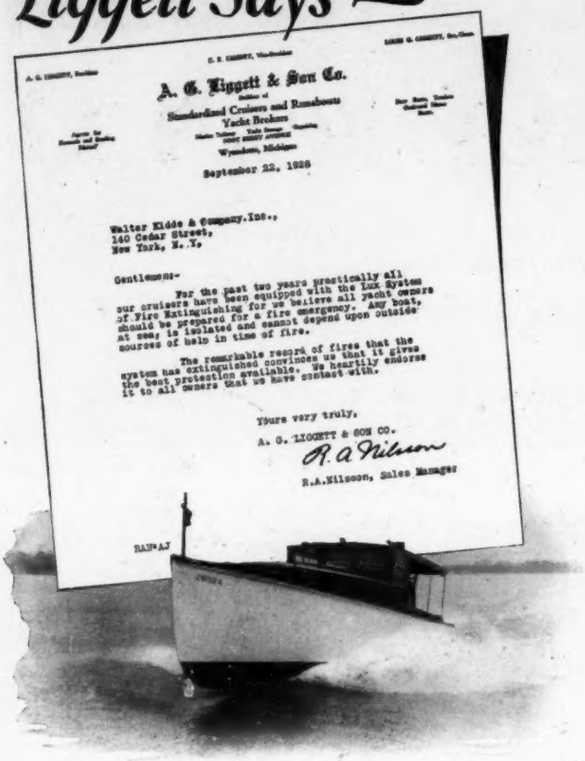
Liggett Says —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Standardized Cruisers and Runabouts
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September 22, 1928
Walter Kidde & Company, Inc.,
140 Cedar Street,
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The remarkable record of fires that the system has extinguished convinces us that it gives the best protection available. We heartily endorse it to all owners that we have contact with.
Yours very truly,
A. G. LIGGETT & SON CO.
R. A. Nilsson
R.A.Nilsson, Sales Manager

What is Between You and Fire?

ON SHORE there is the fire department, but at sea, your fire equipment is the only source of help. Upon it alone depends your success in fire extinguishing and often your life itself.

Only the Lux System has demonstrated the ability to cope with any size fire on shipboard. Because of its unique piping system the gas is discharged scientifically to smother inaccessible fire in the bilge, blazing gasoline around the engine, or a conflagration resulting from an explosion.

Nearly 100 fires that have been extinguished without a failure on boats, prove the reliability resulting from this piping system. 1500 installations on yachts, motor boats and craft in the Navy and Coast Guard as well as approval by the Underwriters' Laboratories, indicate the confidence placed in this feature of Lux.

All the larger boat yards are dealers

Walter Kidde & Company, Inc.
140 Cedar Street
New York

LUX

The Only Underwriters' Labeled
Yacht Fire Extinguishing System

"That Dad-Blasted Squaresail"

(*Continued from page 52*)

six-hour experience with one of the breed that I base my opinion.

As I see them, the facts pertinent to the subject are these: First and foremost a schooner is a fore-and-after. Any attempt to fit a squaresail to her rig must necessarily be a compromise. No compromise can be thoroughly efficient.

Second, a schooner is preeminent on a broad reach and some schooners may even be superior to other rigs on a dead run. In a long race, if a given schooner cannot make her best speed with the wind over the stern, she can tack down wind under a cloud of kites and more than compensate in speed for the slight mileage she throws away by so doing. If she does sail dead before the wind, careful helmsmanship plus forward boom guys will eliminate the danger of jibing, while her balloon jib and spinnaker will give her three to four times the sail area of any squaresail. In short, under conditions which we hope for in summer — wind up to 35 miles and sea not excessively rough, the use of a squaresail will kill a schooner's best chance for making fast time.

On the verge of stressing my third and most important point, I can see some ardent advocate of the squaresail rise up on his hind legs and protest that his pet anachronism is not intended for racing weather. It is for use when there is too much weather for kites and when, without a squaresail, a schooner is seriously handicapped. Very well. This is my third and most important point. In an *ocean race* when the weather is too bad for kites, *use of a squaresail is the worst handicap a schooner could have.*

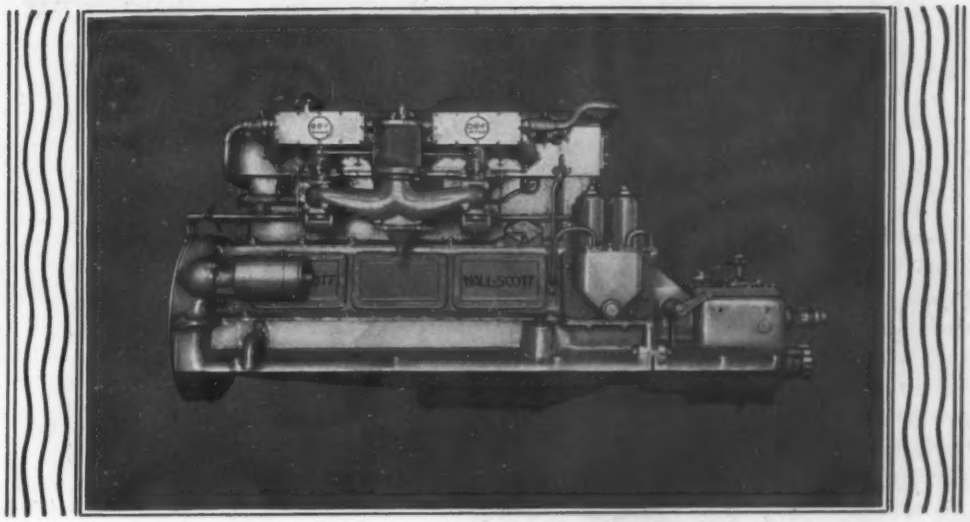
On the *Pinta* after we had taken in our squaresail, we carried on all night under double-reefed main, foresail "wung out," and jib, the last sheeted flat. In the morning at eight we shook out the reefs but set no other sail, and our day's run was 193 miles. Now, if we had had a squaresail that fitted and thoroughly satisfied us we might not have endured the uncomfortable business of running dead off with mainsail and foresail wing and wing. And we wouldn't have made good 193 miles in 24 hours. Our run under squaresail alone would have been more like 140 miles. And while we'd have been comfortable we wouldn't have been racing.

Mind you, I'm not contending that the squaresail has no place in ordinary cruising. The experiences of George Martin and others have proved conclusively that for leisurely jogging it is invaluable. But in a race where every mile counts I repeat that a squaresail is a liability. As with a storm trysail the danger is in deciding when to take it in. You set either with a certain amount of difficulty, and once it is up and you feel the insidious comfort of it you hate like the devil to take it in. Imperceptibly, the need for squaresail (or trysail) passes as the wind moderates. But the virus of comfort in a seaway has poisoned your judgment, and for long hours after the vessel can easily carry whole sail or kites, you loaf along under the storm canvas. If necessary, you rationalize your reluctance to reset sail on the ground that a rest will benefit all hands and make them race the harder. That, if I may be pardoned for saying so, is usually so much "tripe."

By contrast, a vessel unprovided with a squaresail carries on under spinnaker until the pole begins to bend just a little too much. With all hands on deck it is a 30-second job to take in the spinnaker. This reduces your speed, let us say, to eight knots. The wind continues to make and you are forced to reef the main. Reefing the main is almost as damaging from the racing standpoint as setting a squaresail, but at least all hands are accustomed to it. Again the speed is brought back to eight knots. Perhaps it will be necessary, a little later, to lower the main altogether, but if the weather gets that bad you will probably be able to log seven under the foresail alone.

A FUNDAMENTAL

reason for its tremendous superiority of performance



Hall-Scott Marine Engines cost considerably more than motors of less outstanding characteristics. This differential in price represents the hours upon hours of *extra* labor by highly skilled mechanics.

All machining and grinding operations on a Hall-Scott are done with the most meticulous precision and to a standard of perfection which a watch-maker of some old-world guild might well envy.

Inspection, testing, and assembly are accomplished with the same painstaking care to secure utter precision.

The result is an engine which, weight for weight, delivers far greater power and which does so UNFAILINGLY. For these reasons, both the high-speed models and those for heavy duty are universally acknowledged by motor-boat enthusiasts, the world over, to be standards of excellence.

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WILMINGTON, CAL.; SEATTLE, WASH.; BERKELEY, CAL.; DETROIT, MICH.; PHILADELPHIA: Marine Equipment Supply Co., 116 Walnut St.; HOFFER-BEECHING SHIPYARDS, LTD., VANCOUVER, B. C.

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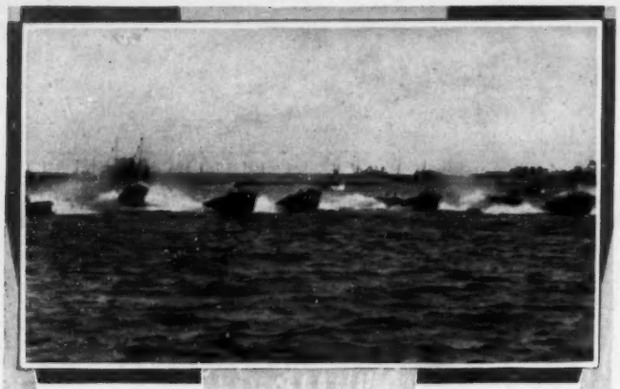

Sail South to Summer Seas

Miami—rendezvous of Young America—pleasure's winter capital—haven of rest and recuperation—world's greatest winter resort. What a scene it now presents! Youth—on the courses, courts and beaches—in the surf—at the races—dancing under waving palms—in speed craft churning sparkling sapphire waters of Biscayne Bay and the Atlantic into surging foam—this is winter in America's tropics—under summer skies. Those whose longer useful lives have earned a respite from the grind, come here for their "second wind"—to gain new health—new strength—recreation—through the magic of warming rays from a tropic sun—of salt laden breezes from southern seas—the witchery of modern moonlight nights—for here is America's Riviera—"Modern Fountain of Youth."

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Now the blow passes its height and under her foresail the vessel's speed drops off alarmingly. Without an instant's delay you set the mainsail, either reefed or whole, and snap up again to racing speed. If the wind falls away a little more somebody suggests the spinnaker — let us say a number three spinnaker, about half the size of the number one. If it has been made up in stops it can be set in close to a minute, and if the experiment proves that the wind is still too strong it can be taken in in half that time. So easy to manipulate is a spinnaker that everybody likes it — likes to set it at the slightest provocation and likes the relief of taking it in when further use of it is dangerous or unwise.

To sum up the whole matter, a racing schooner can be kept at her top speed only by the alert, intelligent use of her fore-and-aft sails. In thus keeping her at top form the crew may have to work their hearts out — but I haven't yet heard anybody suggest ocean racing as a cure for heart disease.

Use of a squaresail is a step away from racing efficiency. It spells shorter daily runs and is a violation of the cardinal racing principle that you must play your luck while it lasts. Proponents of the blasted thing who do me the courtesy to take me seriously will probably call me prejudiced and uninformed. All I ask is the rare good luck of racing against them.

The Chinese Sampan

(*Continued from page 61*)

When rowing, the sampan man stands facing forward, with his oars crossed in front. His right hand grasps the handle of the port oar and his left vice-versa. In making a stroke he steps back, taking his weight on one foot, dips the blades, throws his weight on the handles and when he has gone as far forward as possible without losing his equilibrium, he wings down his other foot and sways back to position number one.

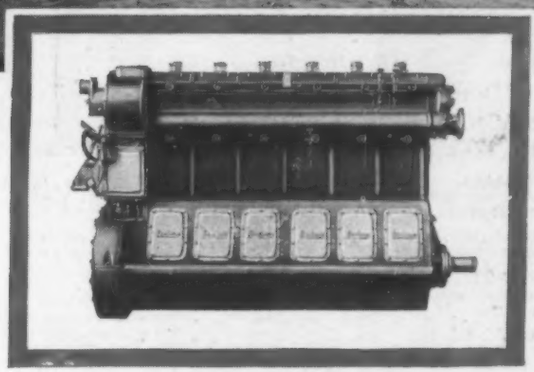
The oars are hung on rope grummets that take the notches cut in the thole pins and work clear on the fore side. The seams of planking are caulked with palm fibre and payed with chunam, the latter a putty made from chalk and native oil pounded by pestle and mortar.

The district of Tanjong Rhu is one of the most noted for sampan building. The extraordinary thing that strikes the uninitiated is the lack of moulds in the framing of these craft, yet they are all true to type and have been so from time immemorial. One is struck by the lines of this thousand-year-old type of vessel — lines which have only been evolved in Europe and America in the last generation or two

Attention should be given, in particular, to the beautiful clear horizontal water lines and the bow and the buttock lines. The flared overhanging bow is such that though the sampan is uncomfortably lively in a head sea she is also amazingly dry. The fulness aft is probably given to carry the weight of the rower when he is by himself, as he stands on the sloping rowing platform which extends only about two and one half feet forward of the after end of the water line.

The flat floors of sections two and three are not broad enough to give sufficient stability to make the sampan a good sailing craft on the wind, or reaching; but they add considerably to the carrying capacity of the boat while retaining a light draft. With two feet more beam, rather more perpendicular sides amidships (*i.e.*, a fuller section), and a centerboard, the passenger sampan, rigged with a staysail and leg-of-mutton main, might prove a little flyer. Large, beamier boats of this type with a battened lug are used as fishing craft and behave well. It is probable that the big rudder provides a certain amount of lateral resistance. But the sampan has been developed for certain purposes and for those she is as nearly perfection as an essentially cheap boat can be.

Behind the Great Consolidated Fleet



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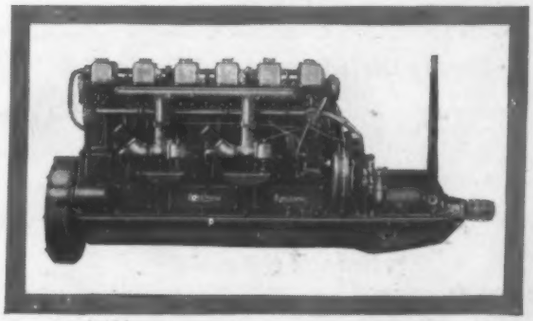

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White Bear Wins Royal St. Lawrence Challenge Cup

(*Continued from page 66*)

peared to have a slight edge, but off the wind *Kawa* was the faster. Nearing the finish line it was a toss-up between them, and so close were they that the judges called it a dead heat. The times: *Canvasback*, 1–33–17; *Mount Royal*, 1–35–51; *Kawa*, 1–35–51; *Red Patch*, 1–44–34.

The standing for the series was: White Bear Y. C., 18½ points; Royal St. Lawrence Y. C., 11½ points.

There was not a great deal to choose in the handling of the boats. The White Bear skippers and crews showed greater ability

Canvasback, of White Bear, rounding one of the marks.

to keep their craft going in the puffs without taking bad knockdowns, and did some clever work in the series. The Canadians at first found some difficulty in getting the best out of their boats in the strange waters, but in the latter races there was not much difference in the work of the skippers and crews. *Mount Royal* showed herself to be a worthy opponent for *Kawa* and *Canvasback*, but *Red Patch* was never in the picture once sheets were hardened down, despite the utmost efforts of Skipper Whitehead and his crew.

The Season of 1928 at Marblehead

(*Continued from page 43*)

Grayling	.182	.119	.164
Kayo	.693	.835	.752
Koko	.314	.505	.389
Little Urchin	.216	.214	.249
Lucky Strike	.097	.265	.164
Marauder	.295	.674	.505
Phantom	.626	.565	.616
Scrapper	.398	.614	.511
Teal	.119	.131	.145
Tern	.260	.263	.295
Tip Top	.300	.249	.248
Troll	.127	.053	.126
CLASS T, 14-FOOTERS			
Cyda II	.725	.599	.713
Dragoon	.464	.550	.519
Druid	.669	.580	.609
Foam	.363	.380	.355
Killa	.169	.299	.220
Meteor	.692	.547	.628
Nightmare	.673	.674	.690
Pekoe	.317	.301	.320
Skookum	.333	.363	.352
Sunny	.300	.527	.418
Tease	.231	.357	.291

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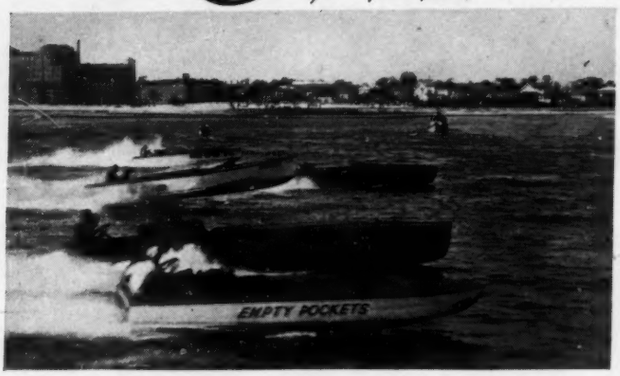

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ST. PETERSBURG is not only surrounded by as wonderful bodies of water for boating as can be found anywhere in the world, but it has the added advantage of excellent boating weather all the year 'round.

Weather records for 18 years show that St. Petersburg has an average of 360 sunny days a year — No wonder it is called "The Sunshine City"! And all through the winter months the outdoors is especially attractive. Sun shining overhead . . . blue skies . . . birds on the wing . . . balmy breezes blowing . . . and rippling sapphire seas inviting the boatman to enjoy its many delights.

A look at the map of St. Petersburg will thrill anyone who loves the sea; for this city is situated on the southern tip of Pinellas Peninsula, between beautiful Tampa Bay and the Gulf of Mexico. And all up and down the Gulf Coast are interesting places to which to cruise.

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Across the Bay and Beyond

(*Continued from page 40*)

probably not over five or six feet, but short, steep, pyramidal devils that slopped viciously about in all directions, usually spilling what little wind there was out of our sails, as the bluff old *Emilie* wallowed and splashed her way along.

We had run out of our luck, and were not to have another good chance till the very last day. What wonder if our trip up the Spanish coast was slow, and that we dropped our hook in many ports. Cartagene, the entrancing, with its quaint streets choked with café tables, aglitter with the gaudy uniforms of the Spanish Navy. Alicante, and its fabled date grove, the only town I have ever seen that seems to appreciate the value of its port.

From here we turned to windward for 250 cold and dreary miles, in rain and slop, across the Bay of Valencia. Of the Balearic Islands all we saw was a glimpse of the peaks on Ibiza one dawn, towering through the wet rain clouds. And then we were glad to come to in Taragonna, the city of the unbelievable Cyclopian walls.

A couple of days' rest and we were off towards Barcelona. I think I shall never forget the last ten-mile beat into that port, beating all night, holding the sheet in our hands to keep that savage roll from spilling all the wind. Just at dawn we saw the *Julnar*, a crack English ketch, then under charter to a Danish yachtsman, slipping out under power. She had been in to refit her mizzen which had been rolled out. The next morning she was back again, jib and forestaysail in ribbons around her masthead, yards of bulwarks torn away, and the anchors ripped out of the cats and flung across the decks.

Our last anchorage in Spanish waters was in the Gulf of Rosas, where we were becalmed for two days in the company of a dainty Italian brigantine. We were anxious to tread French soil once more, so we put in to Port Vendre, the first French port. It was now mid-December and the notorious Gulf of Lyons was beginning to kick up. We were held several days by an easterly gale, and the little port was soon filled with tramps. We saw one spectacular collision. The wind was gradually backing, and as soon as it was west of north we weighed, hugging the calm water under the beach. We were close-hauled on the port tack, while the bitterly cold wind howled down on us off the sullen snow clad peaks of the Pyrenees, their gaunt, fantastic shapes clear cut against the grey winter sky.

Forty miles or so north is the port of La Nouvelle, a canal that runs out between two jetties on the beach. I wanted to send a telegram, so we luffed up into the canal. It was too narrow to tack, so as soon as the way was off her we let go the hook. The wind was whooping right down it, and there was a good current as well. Now I don't know what kind of slippery clay the bottom is, but our hook began to drag, a hundred and fifty pounds of it, and 30 fathoms of chain cable. The pilot was running along the jetty, so we got a heaving line on shore and he snubbed us up by running our warp right around a lighthouse at the end of the pier. For a moment I thought we were going to take all that masonry out to sea with us. While the rest were passing the kedge chain cable ashore, and getting the sails off, I walked the five miles to the town and telegraph station.

By three the next morning we were off Cette, and I let her come off for the run to Marseilles. By now there was a first class Mistral blowing, and under squaresail and jib we were slipping along at eight knots. The Mistral usually blows up harder with the sun, so before morning we handed the squaresail, set the double-reefed main, and shifted to the number two jib.

And then with the day it certainly did set itself out to blow. The jib, a brand new sail, exploded into a thousand pieces. We gave her enough sheet to let the main boom lie

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"The sails were very satisfactory and were considered by my rival skippers to be the fastest sails in the fleet."

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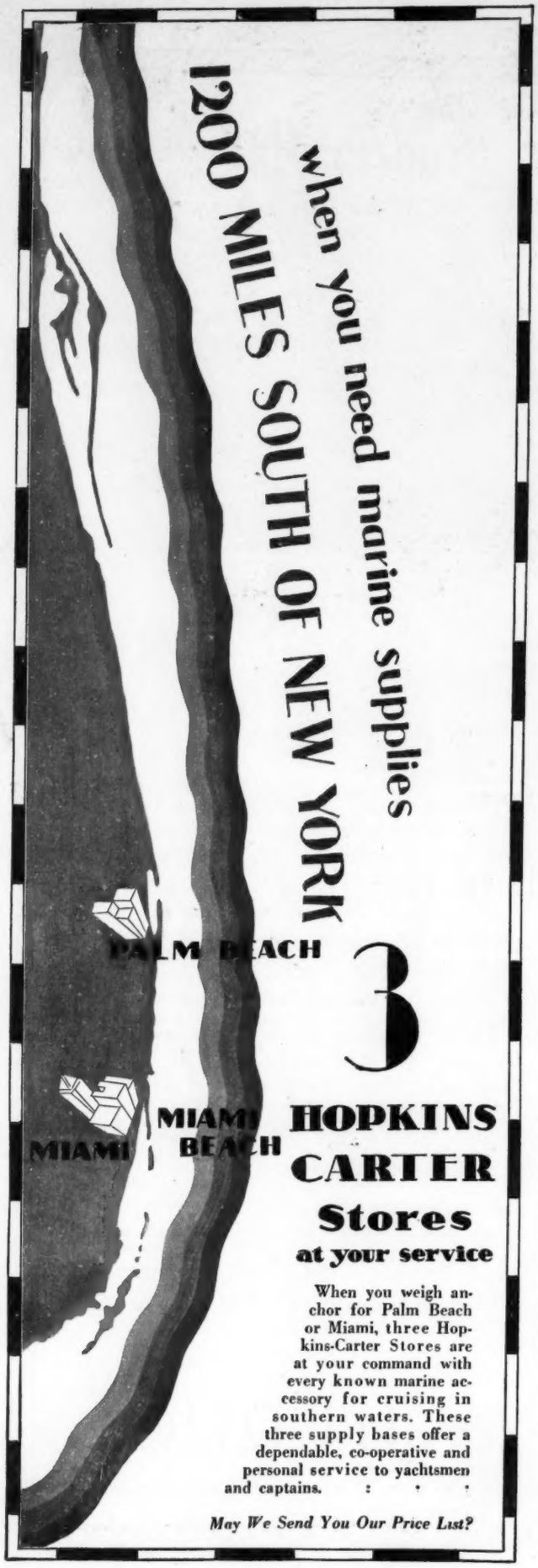
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about five feet off the quarter, and with the helm half down, she lay-to like a gull, which pleased us a lot as we had never tried heaving-to without headsails before. We put the last reef down, and set the spitfire jib. By now it was blowing as hard as I have ever known it — so hard, in fact, that one turned one's head to leeward to breathe. Everything below was a sodden mass, the wind forcing the flying spume through every crevice. Charley Noble had gone spinning off to leeward, along with the dinghy oars, pails, mops, steering well cover, and everything else on deck not lashed fast. The stove had gone out in a cloud of steam, and it was piercing cold. But we were shifting, only 20 or 30 miles offshore the water was calm, and that wind was broad on the port quarter.

There was no sea; the surface was a yeasty mass as the wind would rip the tops off the waves as fast as they made, and scream off to leeward with them in sheets of stinging spray. The scuppers could not cope with it and we were awash, fore and aft. The horizon was hidden as in a fog, although the sky had the peculiar clearness that comes with the Mistral. We knew when we were passing the Rhone, as it was fresh water that came aboard, although the low shore was hidden.

That was the best chance of the whole cruise, and though we were wet and cold, we enjoyed every second. I don't think I have ever traveled so fast except in a lake scow. I was wondering how long the gear would stand it when we made the Planier Light off Marseilles. We came more on the wind and soon made the high land behind the town. It was just then that I let her range up a bit too high, the spitfire jib flapped twice, and the sheet parted with a report like a pistol shot. In a second the jib was in shreds, and try as I would she broached around and lay-to. It was then a question of getting some headsail on her, and in a hurry, as a wicked line of reefs was just under our lee. We got a reef tied into the staysail and set that — not without some difficulty, as we were forced to carry the halliard around the windlass to get her up against the wind pressure.

Ten minutes later we shot dead before it under the Transbordeur Bridge, into the still waters of Marseilles Vieux Port.

At the Finish Line of an Ocean Race

(*Continued from page 54*)

"There," said Mr. Tucker, a ring of triumph in his voice, "is the husband's ship."

"You blow the whistle," said the photographer, "and be sure that you give long enough blasts. You didn't do so well for the *Dragoon*." My first attempt at whistle blowing had resulted in toots of great intensity but short duration. I resolved to do much better for the *Malabar*. My heart was in it.

Mr. Tucker urged me to go below for a cup of coffee. There was, he assured me, plenty of time. I went, and received from the cook a cup of black fluid. He spoke in deprecating tones about his coffee. He seemed unhappy. I could not bear that in my world there should be anything but rejoicing. Everyone, including cooks in galleys, must be light of heart. With sweet smiles and contented looks I tossed off most of the coffee. It was dreadful.

Shouts from the bridge!

I grabbed my cup, and muttering evasive things about finishing it on deck, I clambered up the steep steps to the bridge.

A boat was bearing rapidly down upon us, all her canvas spread. She was a schooner. She was black. And, most beautiful of all sights, on her deck burned a green flare!

I choked, and hung on to the whistle rope. Hung there till the whistle stuck, and the skies all but split with our

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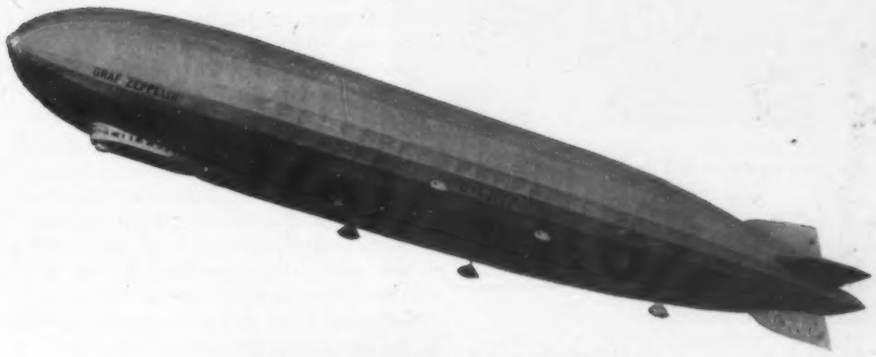

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THREE 550 H.P. ENGINES IN MR. ZIEGLER'S 101' YACHT *'GEM'.

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Auxiliary schooner ROBERTA, Robert S. Cooper, Kenosha, Wis., owner; designed by J. G. Alden; built by Burger Boat Co., Manitowoc, Wis.

110-Volt Convenience

"The Kohler Electric Plant has delivered all I expected from it during the three years I have used it. With the 110-volt direct current I have been able to use standard light fixtures and motors. The standard motors on auxiliary equipment have been a source of satisfaction because of the freedom from trouble."—Robert S. Cooper, Kenosha, Wis., July 6, 1928.

Mr. Robert S. Cooper points out above the *great convenience* of Kohler Electricity—due to the fact that Kohler Electric Plants operate standard 110-volt D. C. motors and appliances with all the efficiency of "city" electricity.

There are no large storage batteries. Current flows direct from the generator, without power loss. The full capacity of the plant is always available — for any length of time. Operation is full-automatic, through the medium of the Kohler automatic switch and a small starting battery.

Some Kohler Plants have a dual-purpose starting-lighting battery and supply 32-volt current without operating the plant (for running lights, etc.), while 110-volt current is always on tap for heavier demands. Mail the coupon below for full information about these fine electric plants.

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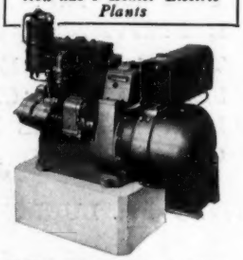

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shrieks. All my pent up emotion went into those blasts. No yacht ever had more ear splitting greeting.

We lined the rail. The *Malabar's* crew shouted anxious inquiries. Such matters as "Time" and "Time Allowance" were of paramount importance, and I'm afraid that our news, bursting from frenzied throats, left them just a little cold. With, I hope, one exception.

The little motor boat that all night long had tossed about, to and from the tug, visiting each yacht to unseal engines, and impart information, journeyed over to the *Malabar IX*, and removed from her the one person who might be expected to feel an interest in the tug's passenger list.

It was, as Mr. Tucker put it, a nice surprise for him. A great moment for all of us. For me the culmination of the night's adventure. We celebrated with a drink of very superior brandy, and sent our brave navigator back to his shipmates with all the information that should have been theirs in the first place, instead of the personal news with which we had greeted them. Sentiment had had its big moment!

When the motor boat returned, bringing the official photographer, who devoutly hoped that he had got a good picture of the *Malabar*, there were four very tired, rather flat people longing to go ashore. We had spent many hours of suspense, had survived four emotional crises, and now, with the *Malabar* on her way to Hamilton, and the dawn coming up out of a bald and sailless ocean, it seemed that a little breathing space offered itself. We embarked in the very damp little motorboat, I waved an affectionate farewell at the good tug *Powerful* and her crew, and we were off.

The Present Status of the Motor Boat Laws

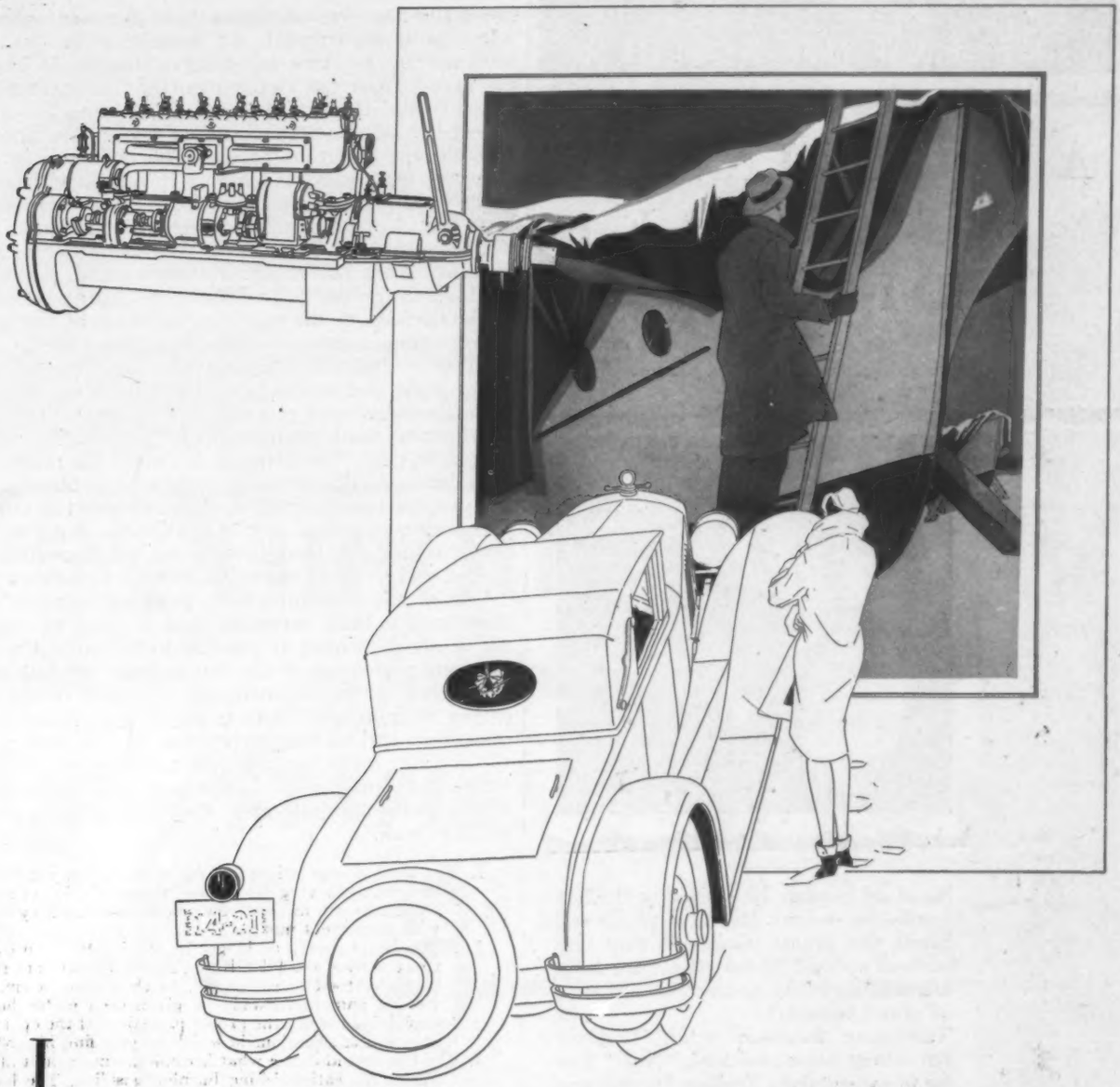
(*Continued from page 65*)

the hope of possible extrication from his embarrassing position and, in some cases, even go to the expense of employing legal advice.

The response, however, is a quite different one in the case of the more experienced motor boat owner. At best, he regards the official notice lightly and often views the matter with a feeling of complete indifference. He has learned that, though the maximum statutory penalties are officially emphasized, they are never collected in full. He knows, furthermore, that, if the fine is not paid in its mitigated amount upon demand, the enforcing authorities have recourse only to the seizure of the vessel and a procedure against it in the federal courts by way of libel. In countless cases the value of the boat is so small in comparison to the amount of the penalty involved that the cost of seizing the craft and paying for its care while awaiting court action would prohibit such action. The wilful offender usually is aware of this practical difficulty and knows that the authorities, as a matter of policy, urgently seek proper enforcement of the regulations without resorting to the extreme measure of seizing the boats.

In the opinion of many boat owners, the law would do well to reduce the statutory maximum penalties to relatively small amounts, such as $10 or $20, and make the fines payable at once in every clear-cut case. The registration or document should be taken from the vessel until the fine is paid, and operating the boat during the suspension of its license or document should be classed as a serious offense. The present practice of sending out notices emphasizing the possibility of fines totaling hundreds of dollars and then systematically mitigating the penalties to a nominal sum, or remitting them in full, tends to take the teeth out of the law.

While the boat owners themselves have no direct personal loss or gain involved, there is much to recom-



He loves her in December . . . . . as he did in May

Ask any yachtsman's wife.

Many is the time she has been plucked from a nice warm home only to stand in slush and mud while her bold sailorman explores the mysteries beneath the canvas cover.

Every true boatman loves his craft. We know he will express his fondness by replacing the worn out power unit with a new powerful Palmer Engine. He will do it during the winter months thus saving sailing day next spring.

Palmer Engines today hold the same leading position among marine engines as they did 30 years ago. They are dependable and durable. New Palmer designs have kept apace with the modern demand for lightness, compactness and freedom from vibration.

There is a Palmer Engine for every type of boat.

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Cos Cob, Connecticut

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THE PALMER LINE

YT1 — 1-cylinder	2 h.p.
PNR1 — 1-cylinder	6 h.p.
PNR2 — 2-cylinder	12 h.p.
PNR3 — 3-cylinder	18 h.p.
PNR4 — 4-cylinder	24 h.p.
ZR1 — 1-cylinder	7 h.p.
ZR2 — 2-cylinder	18 h.p.
ZR3 — 3-cylinder	30 h.p.
ZR4 — 4-cylinder	40 h.p.
F2 — 2-cylinder	18 h.p.
F3 — 3-cylinder	25 h.p.
F4 — 4-cylinder	35 h.p.
F6 — 6-cylinder	50 h.p.
NK2 — 2-cylinder	25 h.p.
NK3 — 3-cylinder	35 h.p.
NK4 — 4-cylinder	50 h.p.
NK6 — 6-cylinder	80 h.p.
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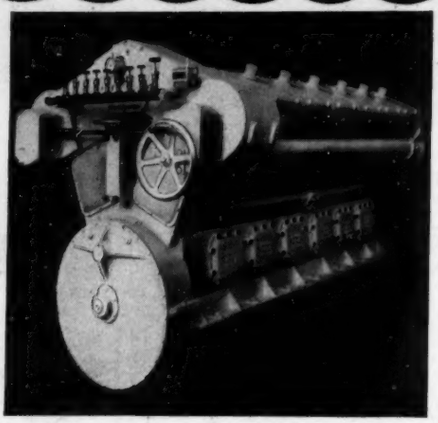
developing 750 hp. at 700 r. p. m. and weighing less than 25 lbs. per hp.



Need an engine be so heavy that it tends to defeat its own purpose? Shall the small yacht give up the idea of speed? Must vibration be a stumbling block to the installation of giant Diesels?
The man familiar with Treiber Diesels at once answers, "No!" For he is aware that Treiber Diesels are made in models as light as 20 lbs. to the hp.; that a 6-cylinder, 5″ x 7″ Treiber Diesel, capable of 100 hp., weighs but 2200 lbs.; that the 12-cylinder, 16″ x 16″ Treiber Diesel of 3000 hp., weighing only 64,000 lbs., is precision-built to prevent vibration.

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DIESEL ENGINE CORP.
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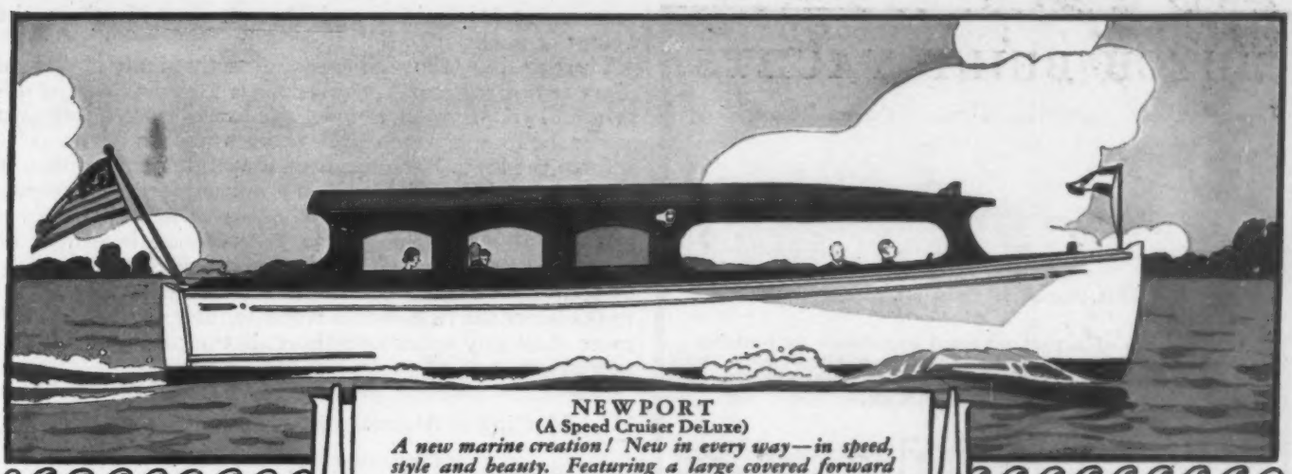
mend the complete administration of motor boat laws by one federal department. At present, violations may be reported by customs inspectors, steamboat inspectors, inspectors from the Department of Commerce, and the Coast Guard inspecting forces. In all cases however, the report is made to the collector of customs of the district wherein the violation occurs. The collector, in turn, is required to forward the report, together with such affidavit of explanation as the violator may choose to file, to the head of an entirely different department, namely, the Secretary of Commerce. The Secretary's office determines from the collector's report and the violator's affidavit the proper disposition of the case and sends notice of the decision to the reporting collector of customs. The latter, again in turn, informs the violator of the decision. Further confusion is added by the current policy of making an exception to this rule in the case of fire extinguisher violations and the reporting of them to the District Attorney of the United States for such action as he may choose to take. Any attempt to better the present motor boat laws should certainly include recommendation for the proposed centralization of enforcement in one federal department. Such a step is inevitable if greater speed, closer uniformity and fairness in the disposition of reported violations of the regulations is to be secured.

Out of the preceding and, perhaps, seemingly casual observations there have emerged a group of suggestions which are presented as possible initial steps towards the ultimate perfection of the motor boat regulations. They are, of course, by no means the last word on the subject; rather their mission is to engender discussion, to invite dissection and to foster criticism on the part of others. If they but serve to focus the attention of hitherto uninterested sportsmen upon the most obvious shortcomings of the present regulations, they will have served their purpose well.

1. The present regulations in regard to lights, sound-producing devices, life-saving devices and the numbering of motor boats should remain as they now are, in so far as they affect boats with permanent motors.
2. Motor boats should no longer be required to be provided with two copies of the Pilot Rules, since these are not required to be understood or even read. In their place a small, simply worded pamphlet should be given each motor boat owner, explaining therein the proper procedure of the operator in the commonest situations in which he may find his craft.
3. The law should define what is a minimum amount of approved means for extinguishing burning gasoline. The larger boats should be required to carry more than one extinguisher.
4. Owners of motor boats subject to the numbering act (June 7, 1918) should be required to bring, telephone or mail annually to the proper customs house a statement in verification of their ownership.
5. The granting of a license to carry passengers for hire should be dependent upon the passing of a detailed oral or practical examination of sufficient extensiveness to guarantee the fitness of the applicant.
6. The enforcement of all laws governing the ownership, equipment and navigation of motor boats should be centered in one federal department.
7. Boats of any length, if operated by an outboard motor, should be governed by a special set of regulations. The regulations adopted should be determined only after a study of the conclusion that boats of this type should be required to carry only an approved type of fire extinguisher and sufficient life-saving devices.
8. The maximum penalties set by law should be made smaller in amount, and the number, license or document of an offending craft taken away until the fine is paid or the case disposed of to the satisfaction of the authorities.

Motor boat owners should take the trouble of familiarizing themselves thoroughly with the requirements of the present laws and determine what, if any, changes they believe would prove beneficial to the majority of those affected. These beliefs should be expressed specifically in the form of resolutions, voted upon and duly adopted by the various clubs and associations. Their desires can then be transmitted through the club officers to the proper



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A new marine creation! New in every way—in speed, style and beauty. Featuring a large covered forward cockpit with runabout drive. Powered with a 6 cylinder 200 H.P. Kermath. Speed 28 miles. Price $6,950.

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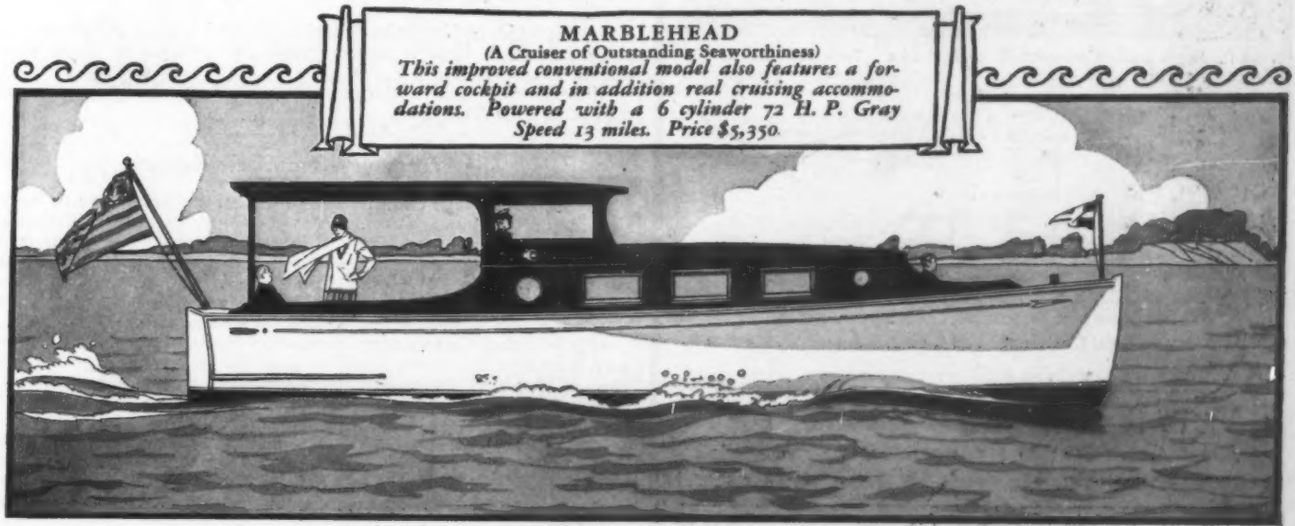
This improved conventional model also features a forward cockpit and in addition real cruising accommodations. Powered with a 6 cylinder 72 H. P. Gray Speed 13 miles. Price $5,350.



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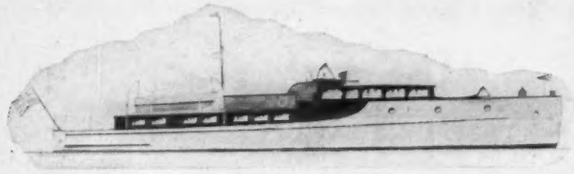

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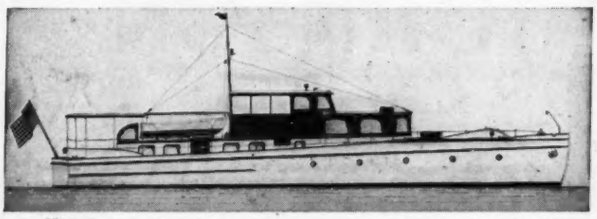
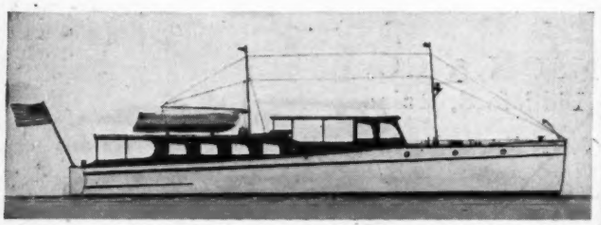


73-ft. Steel Cruiser Yacht. Two 200 h.p., Sterling Dolphins or two 175 h.p. Hall-Scott motors. **$50,000.00** in New York waters.



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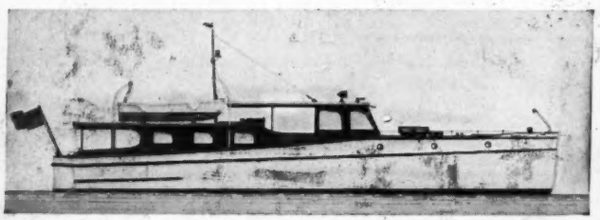

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congressional members and thus carry with them the weight of authority.

The one thing that indicates harmony in any concerted effort to better present regulations is the spirit of friendliness and coöperation which has always existed between motor boat sportsmen and those whose duty it is to enforce the laws. Each has been mindful of the rights and obligations of the other so that a mutual feeling of respect invests all their relations. Whether or not changes are brought about in the existing regulations it will at all times be a source of satisfaction and pride to motor boat owners that they have an enviable reputation for obeying to the letter the rules which regulate their sport. And that, more than any other one thing, is the mark of the true sportsman.

Meeting of American Power Boat Association

(*Continued from page 34*)

knots speed or under; fast cruisers, 10 to 14 knots; speed cruisers, 14 to 18 knots; express cruisers 18 to 24 knots, and super express cruisers, 24 knots. The measurement rule for cruisers has been changed so that now a cruiser's rating will be 2.25 × the h.p. divided by the midship section +29, and twin screw boats will be rated at 9/10ths of the rating derived from the above formula.

The Outboard Contest Board was abolished and a new Outboard Division created. This Outboard Division is to have regional directors for the East, the Middle West, and the Pacific Coast, and 15 member sections. The president of the Association, the chairman of the racing committee, the judge of outboard records and the heads of these 15 sections will form an executive committee which will manage the outboards and formulate rules for their racing.

Proposed Changes in Racing Rules of the American Canoe Association

(*Continued from page 82*)

Sec. 7. Any competitor not finishing a race, or who is disqualified, shall receive no points for that event.

RULE XII. Sec. 1. Championship and Sailing Challenge Cup and the Cruising Canoe Sailing Trophy shall be won by points won and counted in the three races for the respective trophies of 5%, 3% and 1½% being given in triangluar races and 6%, 4% and 2% in windward and leeward races. The same boat must be used in all three races, equipment optional.

RULE XXIII. Sec. 4. An appeal may be taken from any decision of the Regatta Committee to the appropriate committee of the Racing Board.

Sec. 5. No member of the Regatta Committee on Racing Board shall take part in the decision of any question in which he is directly interested nor shall be be counted as constituting a quorum in any meeting held to decide a question in which he is directly interested.

For the purpose of a quorum the chairman of the Regatta Committee or the Racing Board shall have power to appoint a representative from the Division of which the interested contestant is a member.

Racing Rules of North American Yacht Union shall govern except present A. C. A. Rule 21, Sec. 3 (passing to windward), which shall remain as at present.

All other rules and regulations not covered by above to remain as printed in 1927 Year Book.

The Weems System of Navigation

It will probably be good news to the yachting fraternity to learn that instruction in the world famous Weems system of navigation is now available. Lt. Commander P. V. H. Weems, the inventor, has written a full and complete explanation of the method, embodied in a clear, concise series of Home Study lessons now being offered by Pacific Technical University, of San Diego, California — the only source through which the course may be obtained.

It is said that Commander Weems has prepared the instruction in such a manner that every detail of procedure is readily acquired. By the use of tables, charts, and drawings, he has made the method of calculation, use of instruments, etc., easily understood, even for the uninitiated.

The Weems system was devised primarily to solve the problem of aerial navigation, which it appears to have done beyond any question of doubt. With this method it is possible to obtain a "fix" either night or day, in from 30 seconds to one minute, with marvelous accuracy.

and Company to Power their Marblehead and Newport Cruisers

ADD another prominent firm of boat builders to the already long list of those who power their craft with Scripps Motors.

This time it is Staples, Johnson and Company of Biddeford, Maine. In their new 34-foot, 28 mile an hour Marblehead, designed by Eldridge & McInnis, they are using 200 H. P. Scripps Motors exclusively. See this boat and motor in the Eastern Service Marine Company's booth at the Boston show.

Selection of Scripps Motors by Staples, Johnson is but another indication of the ever increasing confidence boat builders and owners have in Scripps performance and value.

Years of specialization in marine motor design and construction have given Scripps engineers a thorough knowledge of marine motor needs.

Let them place this experience at your disposal. A letter will bring you complete information quickly.

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THE RULE OF THE ROAD AT SEA

A 48-line poetic version by an American shipmaster. Easy rhyme. Smooth metre. Attractively illustrated and brimming with atmosphere throughout. A decoration of the highest order for the yacht, home, or office.

A very nice gift proposition for the Christmas season which every yachtsman will appreciate and find well worth having, from both the technical and the artistic standpoints.

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Robador, 148′ power yacht. Sold by George F. Naphen to William J. Matheson, of New York, and renamed *Seaforth*.

Amphitrite, 133′ power yacht. Sold by John Vanneck to E. W. Grove, of St. Louis, and renamed *Margrove III*.

Arleen, 54′ power cruiser. Sold by C. M. Husted to Samuel Weintraub, of New York City.

Chipper, 49′ power cruiser. Sold by A. L. Butner to Charles A. Hirliman, of New York City.

Discovery, 35′ auxiliary schooner. Sold by DeVer C. Warner to D. Spencer Berger, of New Haven.

Edna E., 41′ power cruiser. Sold by Henry D. McGray to Mrs. Mabel Foster, of Brookline, Mass.

Frances A. II, 54′ power cruiser. Sold by Alexander I. McLeod to William M. Marshall of Mobile, Ala., and renamed *Frances*.

Lavinan, 62′ power cruiser. Sold by Stephen D. Milligan to Edward Aberle, of Newark, N. J.

Margaret Mary, 38′ auxiliary schooner. Sold by John Bossert to Parry D. Saylor, of White Plains, N. Y., and renamed *Cee Dee*.

Memory, 60′ power cruiser. Sold to Louis R. Wasey, of New York City, and renamed *Gay Jane*.

Pellegrina, 38′ sloop. Sold by John B. Knox to Richard B. Kahle, of New York City.

Ripogenus, 62′ power cruiser. Sold by R. L. Skofield to George F. Breen, of New York City.

Troubadour, 48′ power cruiser. Sold by R. P. Huntington to Alfred Rossiter, of New York City.

Sangamo, 77′ power cruiser. Sold by Est., Robert Oglesby to William M. Greve, of New York City.

Sirion, 40′ auxiliary schooner. Sold by Dr. Douglas H. Stewart to Frederick A. Dewey, of New York City.

Victoria Mary, 134′ power yacht. Sold by Est., James Cox Brady to Charles M. Hall, of New York City.

Mary Jane, 64′ power cruiser. Sold by Est. Philip F. duPont to Walter M. Schwartz of Chestnut Hill, Pa., and renamed *Olif*.

Malabar IX, 44′ auxiliary schooner. Sold to Caleb Loring and Charles E. Cotting, of Boston.

Pampero, 40′ sloop. Sold by Charles L. Harding to Louis Shields, of New York City.

Winchester, 225′ steam yacht. Sold by Vincent Astor to Russell Alger, of Detroit.

Warrior, 210′ steam yacht. Sold by Harrison Williams to George A. Whelan, of New York City.

Pompano, 41′ power cruiser. Reported sold by E. R. Stettinius, Jr., of New York City.

Atalanta, 118′ power cruiser. Sold by Frank E. Campbell, of Larchmont, N. Y., to Paul O. Richmond, of New York City.

Seneca, 68′ auxiliary schooner. Sold by Frank B. McQuesten, of Boston, to William T. Grant, of New York City.

Aileen III, 45′ power cruiser. Sold by Joseph P. Truitt, Jr., to E. F. Weiler, of Brooklyn, N. Y.

Cirrus, 37′ power cruiser. Sold by Albert F. Waterman to Thomas Beswick, of Pawtucket, R. I.

Dreamer II, 61′ power cruiser. Sold by C. R. Hinchman to William Simpson, of Philadelphia.

Helen Louise, 48′ power cruiser. Sold by William H. Reddy to Edward C. Ely, of New York City.

Manhasset II, 35′ Class R sloop. Sold by Manhasset Bay Yacht Club Syndicate to Rudolph Zensser, of Great Neck, L. I.

Namoa, 33′ auxiliary schooner. Sold by Robert B. Noyes to Reune Martin, of New York City.

Ranger, 102′ power yacht. Sold by John G. Winant to H. M. Pierce, of Wilmington, Del.

Spindle, 67′ power cruiser. Sold by Frank J. Fahey to Henry E. R. Ruppel, of Wollaston, Mass.

Conestoga, 46′ power cruiser. Sold by Est. S. H. Vandergrift to E. P. Boyce, of New York City.

Cutty Sark, 110′ auxiliary schooner. Sold by Alexander Smith to Gifford Pinchot.

Eleanor IV, 99′ power houseboat. Sold by A. Hamilton Rice to Sydney E. Hutchinson, of Philadelphia.

Jean, Six-Metre Class sloop. Sold by Robert F. Weed to George A. Sherwood and C. P. Mills, of Greens Farms, Conn.

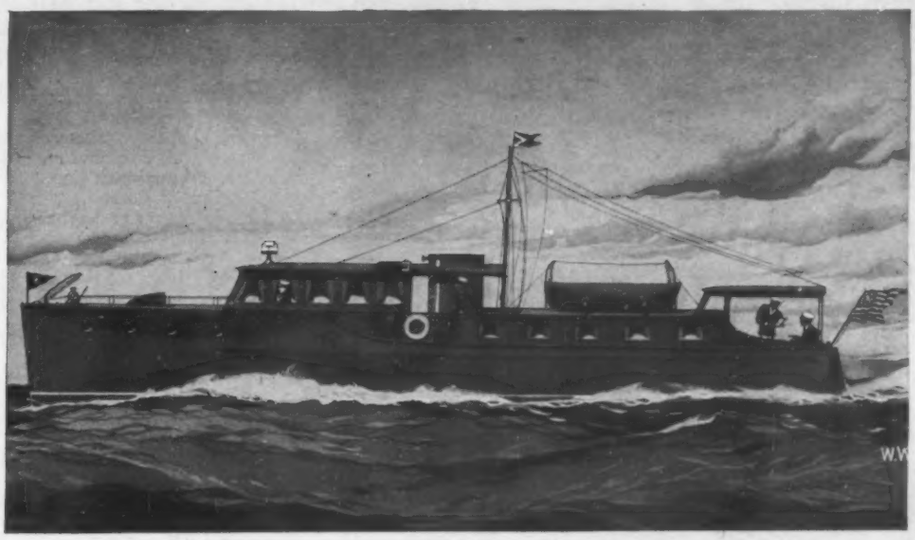
Madge III, 60′ power cruiser. Sold by Lawrence H. Austin to John M. Oden, of Brooklyn, N. Y.

Priscilla, 64′ power cruiser. Sold by Thomas A. DeVilbliss to J. M. Bailey, of Detroit.

Sequoia, 174′ power yacht. Sold by Mrs. R. M. Cadwalader to James Elverson, Jr., of Philadelphia, and renamed *Allegro*.

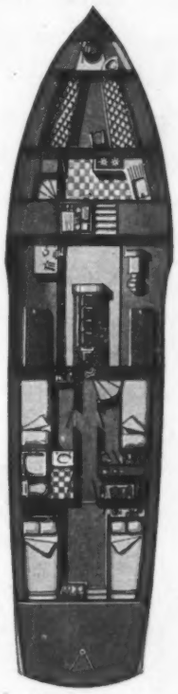
Velthra, 92′ power yacht. Sold by Est. S. Parker Bremer to Charles H. Jones, of Boston, and renamed *Deborah*.

Now Ready for Your Inspection



THE 55 EXPLORER

An important unit in the famous Humphreys Diesel Cruiser Squadron



Length overall....55'-10"
Beam extreme....13'- 7"
Draft..... 3'- 6"
Headroom in cabin. 6'- 3"

THE eyes of the yachting world are turned to the amazing performances being achieved by small-sized, Diesel-equipped cruisers. The advantages of this type of power are forcibly engraved on the understanding of many yachtsmen—such advantages as highly-extended cruising radius, extreme economy in fuel consumption, and absolute safety from fire.

A 1500 Mile Cruising Radius

Trim, graceful, seaworthy, the 55 Explorer provides the yachtsman many advantages ordinarily available only in far larger yachts. She is unusually spacious, with ample room for varied enjoyment on an extended voyage.

Powered with the most modern of light-weight, high-speed Diesel Engines, either single or twin screw, the 55 Explorer attains a cruising radius of approximately fifteen hundred miles. That means that the owner can plan such trips as are impossible with a gasoline powered craft of similar size.

Inspect It Yourself

The Humphreys 55 Explorer is now ready for your inspection; ready to go anywhere you wish.

The accompanying plan of the interior arrangement is merely a suggestion. Alternate layouts can be supplied to suit the individual needs of the owner.

Hull construction, interior joiner work and finish are of the finest—for the workmanship applied to these craft is the most skilled and experienced possible to find.

The owner can choose from several makes of the most advanced and practicable, light-weight Diesel Engines. He also has a wide choice of decorations and furnishings.

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Doromar, 77′ power cruiser. Sold by W. G. McCullough to John J. Rascob, of Wilmington, Del., and renamed *Boksar*.

Bobolink, 25′ auxiliary sloop. Sold by Albert E. Flint to Charles H. Maginn, of Boston.

La Mer, 72′ power cruiser. Sold by George T. Penny to R. F. Davies, of Washington.

Mouse, 67′ power cruiser. Sold by Thomas M. Jones, 3d, to Mrs. Hazel Hirsch, of Freeport, L. I., and renamed *Co-ed*.

Nautilus II, 66′ power cruiser. Sold by Lucius K. Stevens to Harold W. Hower, of Rome, N. Y.

Pangy, 41′ Elco cruiser. Sold by Morton Dean Joyce to F. L. Lawrence, of New York City.

Rainbow, 45′ auxiliary schooner. Sold by Russell Patterson to Charles E. Gautier, of Jersey City, N. J.

Tu-Gees, 45′ Elco cruiser. Sold by George Gilpin to James Dechart, of Annapolis, Md.

Boy Scout, 54′ power cruiser. Sold by Edward P. Murray to Thomas W. Mitchell, of Haverhill, Mass., and renamed *Aquila*.

Beacon Rock, 42′ auxiliary schooner. Sold by Marion Eppley to R. P. Benedict, of Chicago.

Buccaneer, 23′ auxiliary yawl. Sold by John Lee Merrill to Henry Hasmer, of Marion, Mass.

Harriet, 68′ power cruiser. Sold by Charles H. Jones to E. C. Devine, of Chicago.

Natalie, 28′ auxiliary yawl. Sold by Edward E. Kaiser to W. Masland, of Baltimore.

Robin Hood III, 21′ sloop. Sold by George E. Gartland to H. N. Whittelsey, of Greenwich, Conn.

Soanso, 35′ power cruiser. Sold by Isaac B. Spafford to John Rogers, of Miami, Fla.

Spray, 41′ auxiliary schooner. Sold by John F. Gray to J. Park Dougall, of Los Angeles.

Velthra, 92′ power yacht. Sold by Est. S. Parker Bremer to Charles H. Jones, of Boston.

White Squall, 32′ auxiliary schooner. Sold by Ralph L. Colton to Gordon Prince, of Boston.

Bienestar, 97′ power yacht. Sold by Arthur E. Wheeler, of New York, to C. P. Whitehead, of Atlanta, Ga.

Earlybird, 54′ power cruiser. Sold by William Ryle to Henry Blum, of New York City.

Flodor II, 60′ power cruiser. Sold by Edward C. Caldwell to Lyman Irish, of New York City.

Nilvah, 54′ power cruiser. Sold by C. P. Whitehead to William Y. Dear, of Jersey City, N. J., and renamed *Willya*.

Zenya, 55′ power cruiser. Sold by Charles H. Weber to R. S. Ripple, of Chicago.

W. P. Stephens Honored

BECAUSE of his constructive service in the advancement of yachting in the United States, covering an activity of more than 50 years, W. P. Stephens has been elected an Honorary Member of the Bayside Yacht Club, of which he has been an active member for some time.

Mr. Stephens probably knows and is known by more yachtsmen than any other one person. Gifted with a microscopic as well as a telescopic memory he can name practically all yachts afloat and give their records without reference to *Lloyds Register of American Yachts* of which he is the editor. He is the secretary of the Yacht Racing Association of Long Island Sound, and his records of the racing events of that association for years back are marvels of accuracy and interest.

The Sixth Edition of the "Navigator"

The sixth edition of the "Navigator," or "Mariner's Guide," is now ready for sale and may be purchased from the New Jersey Paint Works, Wayne and Freemont Streets, Jersey City, N. J., at a price of $1.50. This book has long been a favorite manual for those who follow the sea either as a pleasure or as a livelihood. The book is of 118 pages, strongly bound, and contains many pages of nautical details that are of importance both to the experienced yachtsman and to the tyro.

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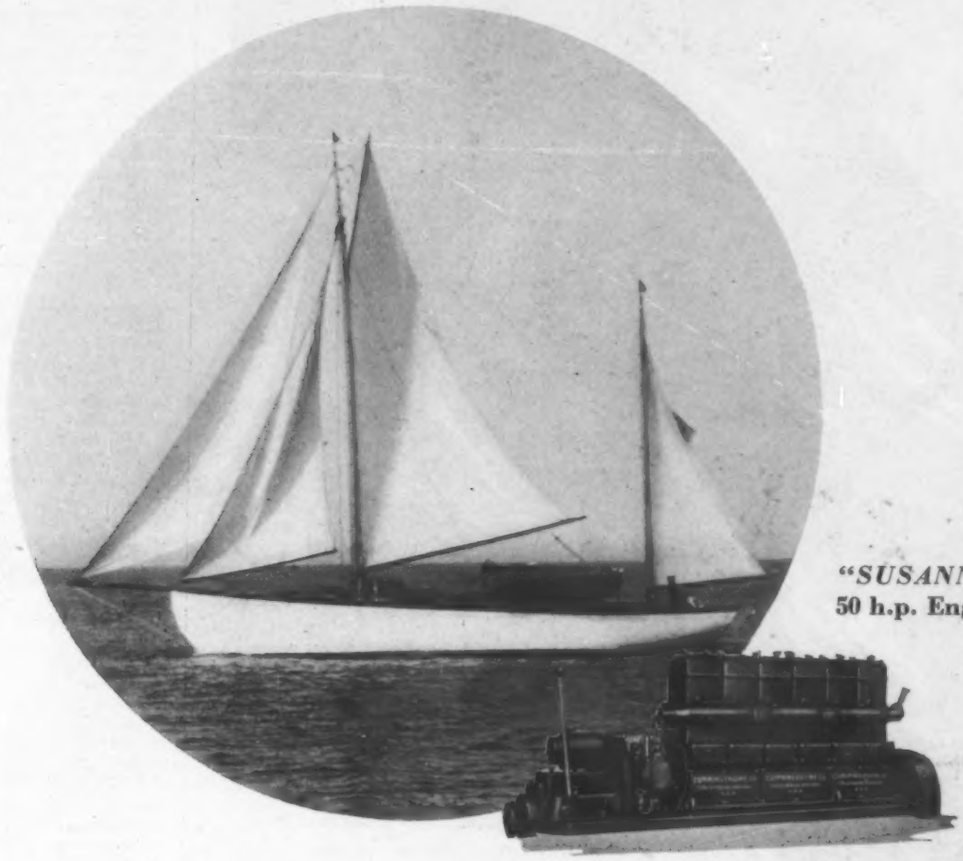
"the fuel is prepared"

Yacht "Susanne"
39′ w.l., 13′ beam,
5′ 8″ draft
7¾ knots



"SUSANNE"
50 h.p. Engine

"There is a total absence of vibration"

Dickson B. Potter, owner of "Susanne"

One of the great surprises to those inspecting a Cummins engine for the first time is this total absence of vibration.

The even combustion pressure, as the result of the Cummins patented injector, contributes largely to this desirable feature.

In this, as in many other characteristics, Cummins engines upset all preconceived concepts —

STARTING electrically in less than five seconds, when engine is cold

THROTTLING down evenly, to unusually low engine speeds

ACCELERATING instantly to full power, without coughing or back-firing

ECONOMY of operation, manifested by Cummins-equipped boats operating at less than *One Cent a Mile for Fuel*

COMPLETE absence of smoke and odor

CLEANLINESS insured by the fully enclosed design —

Of course, Cummins has the inherent advantage of all Diesel engines which should be the final and determining factor when a power plant is under consideration — that of *Safety from Fire.*

The "Susanne" is typical of a great number of boats now building, to be equipped with this modern power plant. Their future owners subjected Cummins engines to all tests, using their experience and knowledge of other types as a basis of comparison.

To quote one well-known yachtsman:

"I shall never have a gasoline engine of any kind in any auxiliary boat again."—*Paul Hammond, owner of yacht "Nina".*

In writing for information give us all particulars as to your requirements, in order that we may be more helpful in supplying the data you desire.

We will soon announce a New Model K—a larger addition to the Cummins line

CUMMINS ENGINE COMPANY, Inc. . . . . COLUMBUS, INDIANA

NEW YORK OFFICE: French Building, Fifth Avenue at 45th Street **Marine Sales Dept.** **Telephone: Murray Hill 8772**

Distributors:

New York: Smith-Meeker Eng. Co., 123 Liberty St. (Generators); John Reiner & Co., Inc., 309 Church St. (Industrial) **Philadelphia:** Smith-Meeker Eng. Co., The Bourse; **Boston:** C. F. Onthank, 259 Atlantic Ave.; **Baltimore:** Mahon & Gall, Inc., Pratt and Gay Sts.; **Washington:** Ross L. Fryer, Transportation Bldg.; **Harrisburg, Tex.:** Peden Iron & Steel Co., Marine Branch; **Rockport, Tex.:** Roberts Boat Works; **Wilmington, Cal.:** Johnson-Blair Co., 1024 E. Anaheim St.; **Seattle, Wash.:** S. V. B. Miller, 72 Marion St.; **Guaymas, Sonora, Mex.:** A. A. Lelevier; **Miami:** P. K. Hexter, *Southern Sales Mgr.*, Box 2945; J. N. Vernam, 169 N. W. South River Drive; **Montreal, Canada:** J. Napier Reg. 102 Aubut Ave.

Did you ever turn a turtle —shoot an alligator—shake a nut from a coco-palm—snag a sail-fish?

Sail over sapphire seas to a glorious tropical island offering to the sophisticated sportsman thirteen daily hours of sunshine for boating, fishing, golf, motoring (cars are duty-free), polo, tennis, horse-racing (100 days); and at night the smart amusements of International Society in Opera House, Casino, and palatial Yacht Clubs.

Cuba's famous harbors—Havana, Mariel, Cardenas, Batabano, Trinidad, Santiago, Guantanamo, Nipe Bay, and a score of others—offer safe anchorage and splendid port facilities the year around.

Information from the Cuban National Tourist Commission, Havana; all Cuban Consulates, or any travel agency.

CUBA

Richardson Boat Company Brings out 1929 Model Cruisabout

(*Continued from page 86*)

controls lead to the steering wheel for one-man control. Headroom is 5′ 11″ in the forward cabin and slightly less in the after cabin. For those who wish, this model can be built with a forward cockpit seating three people.

Besides the Fore and Aft Cabin Cruisabout, the Richardson Boat Company is including a single-cabin Master Cruisabout, a Day Cruisabout with 15′ cockpit for fishing and ferry use, and a Sportabout with after cabin. All boats are 28′ long, 8′ 10″ beam and powered with Gray six- or eight-cylinder motors to give from 12 to 18 m.p.h.

The 1929 Richardson Cruisabouts will be at the New York Show.

South with Byrd

Five Kohler Electric plants are on their way to the Antartic with the Byrd Expedition. On these five units the pioneers of the South Polar regions will depend for all illumination, for power in their workshops, and for their only connection with the world outside, via radio.

Three of these plants will work their passage, as all good sailormen should, a five k.w. unit being installed on the 500-ton auxiliary steam schooner *City of New York*, Commander Byrd's flagship. Two other units, each two k.w., will furnish auxiliary light and power on the supply ship *Chelsea*, while two additional two k.w. units, crated, were shipped to Dunedin, New Zealand, for transportation to the base camp at the Bay of Whales, Ross Sea.

These two k.w. Kohler plants are similar to those in use by the United States government for air mail beacon purposes, and it was their consistent performance in this field that helped convince those equipping the expedition of Kohler dependability. On the great ice barrier, these plants will be called upon to withstand an outside sub-zero temperature of from 30° to 60° F. and to be available 24 hours a day.

Joins Eldredge-McInnis Staff

Ralph E. Winslow, naval architect of Atlantic, Mass., has joined Eldredge-McInnis, Inc., naval architects and yacht brokers, 148 State Street, Boston. His broad experience in yacht design will round out the rapidly expanding national reputation of the Hub organization.

Winslow started with Small Brothers, of Boston, and later was chief designer for Swasey, Raymond and Page. When the latter joined the Herreshoff Manufacturing Co., Winslow went with it and became the famous Nat Herreshoff's head designer. For the past eight years Winslow has been in business for himself at Atlantic where he has designed a number of well-known yachts.

Outboard Motors Make Ideal Gifts

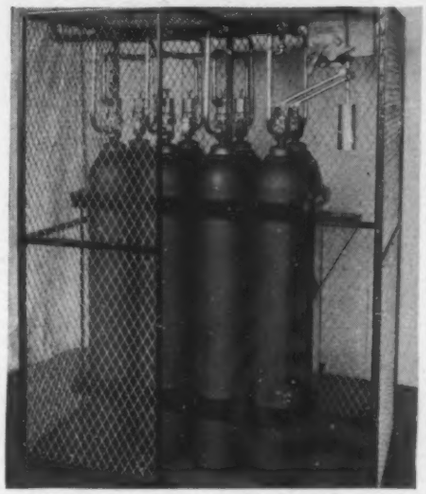
Last Christmas many a youngster was the proud recipient of an outboard motor. One can quite readily believe that the youth of the country will soon begin to talk outboard boats and motors to their parents and advance many reasons why these would be desirable gifts. The Lockwood Motor Company, Jackson, Mich., pays particular attention to Christmas trade and has prepared a folder describing the "Ace" and "Chief," which will be sent upon request to readers of YACHTING.

Alfite System Fire Extinguishers

In keeping with its complete engineering service for extinguishing fires, the American LaFrance and Foamite Corporation, of Utica, N. Y., offers a system of carbon dioxide protection against fire, known as the Alfite System.

The Alfite System employs an inert gas known as Alfite, confined in a liquid state in metal cylinders 51" in height and 8½" in diameter under a pressure of 900 to 1000 lbs. When the system is placed in operation a plunger ruptures a copper disc, used to seal the gas in the cylinder, and permits the gas to pass through piping to nozzles located at the fire. Here the gas is liberated into the compartment being protected, where it expands and dilutes the air so as to smother the flame.

The system may be operated manually, semi-automatically or automatically. A



The Alfite Fire Extinguisher System, showing carbon dioxide gas stored in steel cylinders.

variety of operating devices are available, thus giving the system a flexibility which enables it to be applied to widely diversified conditions.

Alfite being a gas when freed, it penetrates every place that air can reach. It works in three dimensions and is especially applicable for all inaccessible places sufficiently enclosed to permit the gas to be somewhat confined. Air diluted with 17% of Alfite gas is sufficient to extinguish flames, but as a factor of safety the Alfite System is designed to provide 35% dilution of the air in the space protected. The gas is not toxic. It does not damage fabrics, machinery and the like, and can be kept in cold temperatures, for the liquefied gas does not freeze.

The Alfite System is being applied to marine fire hazards in yacht interiors, cargo holds, machinery spaces and other inaccessible places. By the use of a smoke detector fires in holds or remote passages and storerooms can be located and the system placed in operation automatically.

To Build Dart Runabouts

In October of this year a strong group of Toledo business men, headed by Lieut. Com. Webb C. Hayes, U. S. N., Retired, purchased the right to manufacture Dart Runabout Boats. These boats had previously been built by the Indian Lake Boat Company, of Lima, Ohio, and it is understood that the older company will continue the manufacture of smaller outboard boats. A modern factory capable of a large output is to be erected on the banks of the Maumee River and the company expects to be in active production by January, 1929.

Your face wants to know

—Let your face decide

YOU may think soap is all right for shaving. But everyone who uses Barbasol thinks Barbasol gives a *faster, cleaner, smoother, cooler* shave.

Your face wants to know. Let your face decide!

Make This 3-Day Test

Apply any shaving soap just the way you have to use soap — hot water, brush, rub-in, hot towels, more soap, more brush, more lathering, give Soap & Co. all the breaks — *but only on one-half of your face!*

Now wet down *the other side* — with hot water or cold, fresh or salt. Then spread on a film of creamy, cooling Barbasol. No brush. No lathering. No rub-in. Just shave! Like this:

1—Wash the face (and leave it wet)
2—Spread on Barbasol (but don't rub in)
3—Shave!

Your face will decide for Barbasol. Because Barbasol shaves easier, cleaner, closer, faster. Barbasol shaves last longer — because Barbasol is 100% beard softener; no air bubbles. Barbasol leaves that fresh, cool, soft feeling, because Barbasol leaves the natural oils right in the skin.

Barbasol's a great protector of facial youth and freshness.

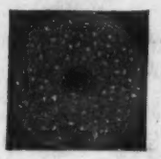
Get this one, too—Now!

Barbasol Skin Freshener, a great pickup for the tired skin. Use it after shaving, after bathing, any time.

Let your face know Barbasol! Big tube of Barbasol 35c and 65c. Barbasol Skin Freshener 65c. All druggists.

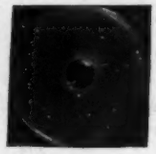
THE
BARBASOL COMPANY
Indianapolis Indiana

Barbasol
For Modern Shaving



Science put actual mouth conditions under the microscope. White spots denote millions of disease germs which swarm the air you breathe.

A microscopic view of same culture plate after application of Forhan's Antiseptic Refreshant. See how few germs remain. Danger has been removed.



CARELESS

New faces . . . new names on doors . . . The man who drifts from job to job is more to be pitied than condemned.

For generally he is the victim of a little lapse in personal care that makes health none too good and friends too few. His trouble can be traced to germs that fill the air we breathe.

They prey on health and spread disease. Often they cause bad breath—the danger signal of more serious troubles. In the keen competition of business, only the fittest survive. No office wants a man who is forever frail in health and friendless. So now take every precaution to protect yourself.

And remember . . . .

CAREFUL

Now science has perfected this safe antiseptic mouthwash that wards off mouth and throat infection and removes bad breath—little but important things that often cost a man his job.

Tested in the laboratory in competition with other popular mouthwashes, Forhan's Antiseptic Refreshant proved its worth.

It removes danger that lurks in cold and sore throat. It soothes inflamed tissue and renders offensive germs harmless. It removes the cause of bad taste and bad breath (except in case of focal infection).

No telltale odor . . . Refreshing and clean in taste. You'll like this new antiseptic mouthwash and the way it keeps breath and taste sweet. Use it—every morning, every night. All druggists, 35c and 60c. Get a bottle.

bad Breath IS BAD NEWS

use Forhan's ANTISEPTIC REFRESHANT

This, and the picture below, show the two Ferdico Speedsters that won the prize in the contest of L. W. Ferdinand & Co.

Ferdico Prizes

In the recent contest for builders of Ferdico Speedsters the contest board judges appointed by L. W. Ferdinand & Company, of Boston, were about evenly divided between two photographs received. Hence, it was decided that the most satisfactory solution of the tie was to award a full first prize to each of the contestants.

The winners were Edward A. Silvas, of Winooski, Vt., and Major Romanus Fellman of Norristown, Penn. The two winning photos are shown herewith. Both Mr. Silvas and Major Fellman have received a pair of Swift & Anderson's Grand Prix Marine Binoculars offered as the first prize in the contest.

Ten-Ton Truck Could Not Smash Ludington Hydro

Not every outboard has a chance to match its strength against the power of a ten-ton truck and exist to race again. A "Ludington Hydro" did this at Newark, N. J., recently.

The Hydro was being towed on a trailer to the outboard races held on the Passaic River, at Newark. At Broad Street, Newark, the driver stopped to ask directions. A truck came up from the rear, and apparently did not see even the rear red light of the trailer, but crashed into the transom of the Hydro, shoving the bow of the craft through the back of the sedan towing the trailer.

Six men were required to pull the Hydro and the sedan apart. A survey of the damages showed a broken transom on the Hydro and a smashed rear on the sedan, plus a lot of broken glass.

After the transom was patched, the Hydro — a stock model — was entered in the two-day regatta, and placed in every race. It was interesting to note that the crash did not throw the Hydro out of alignment. Mr. C. T. Ludington explains that this is due to the fact that the craft is designed to distribute the thrust originating at the transom throughout the entire boat.

Scripps Announces Changes

At the annual meeting of the stockholders of the Scripps Motor Co. the following officers were chosen: William E. Scripps, president; Andrew J. Downey, vice-president and general manager; William J. Scripps, 2nd vice president; J. Caswell, treasurer; T. F. W. Meyer, secretary.

A piece of news of real interest is contained in the announcement of the appointment of Theodore F. W. Meyer, as Sales Manager for that Company to succeed Mr. H. P. Hellmuth, resigned, and Mr. Meyer's selection as secretary of the company. Though Mr. Meyer has been occupied in other fields for the past six years or so, he is by no means an unfamiliar figure to the industry, or for that matter to the Scripps organization.